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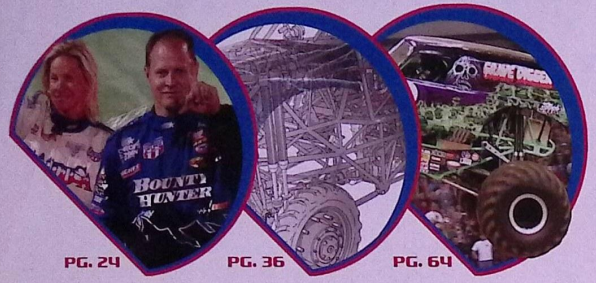

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MARCH 17, 2005

The drivers of the twenty trucks selected for last year's Monster Jam World Finals pose for the camera, only two days away from the big event.

2005-06 Event Schedule

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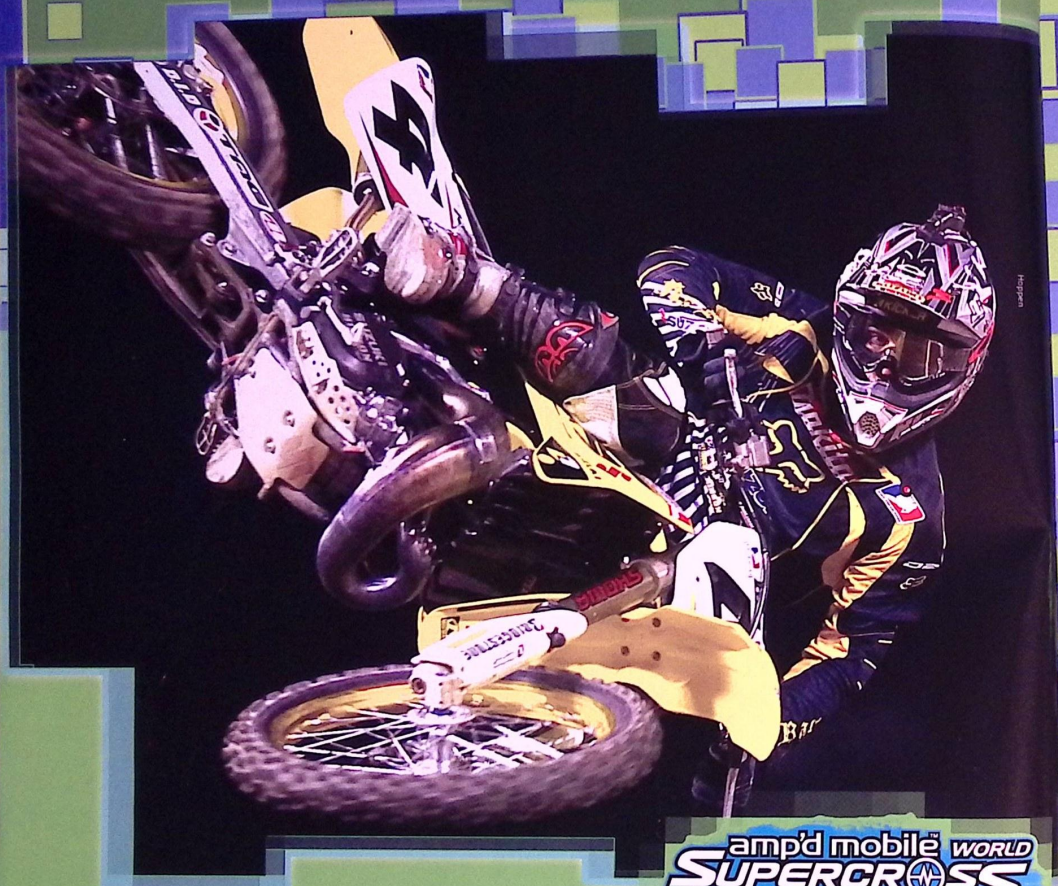

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Toronto, ON • Dec 3 • Rogers Centre *
Vancouver, BC • Dec 10 • BC Place Stadium *
Anaheim, CA • Jan 7 • Angel Stadium of Anaheim *°
Phoenix, AZ • Jan 14 • Chase Field *°
Anaheim, CA • Jan 21 • Angel Stadium of Anaheim *°
San Francisco, CA • Jan 28 • SBC Park *°
Anaheim, CA • Feb 4 • Angel Stadium of Anaheim *°
San Diego, CA • Feb 11 • Qualcomm Stadium *°
St. Louis, MO • Feb 18 • Edward Jones Dome *°
Atlanta, GA • Feb 25 • Georgia Dome *°
Indianapolis, IN • March 4 • RCA Dome
Daytona Beach, FL • March 11
Daytona International Speedway °+
Orlando, FL • March 18 • Citrus Bowl *°
Detroit, MI • March 25 • Ford Field *°
Houston, TX • April 1 • Reliant Stadium *°
Dallas, TX • April 22 • Texas Stadium *°
Seattle, WA • April 29 • Qwest Field *°
Las Vegas, NV • May 6 • Sam Boyd Stadium*°

* Amp'd Mobile World World Supercross GP event
° Amp'd Mobile AMA Supercross Series event
+ not a Clear Channel event

ALL DATES SUBJECT TO CHANGE

Rochester, NY • Dec 2-3 • Blue Cross Arena*
Albuquerque, NM • Jan 6-7 • Tingley Coliseum*
Lafeyette, LA • Jan 6-7 • Cajundome *
Milwaukee, WI • Jan 14-15 • U.S. Cellular Arena*
Pensacola, FL • Jan 13-14 • Civic Center *
Philadelphia, PA • Jan 13-14 • Wachovia Center
Worcester, MA • Jan 13-14 • DCU Center
Auburn Hills, MI • Jan 20-21 • Palace of Auburn Hills
Fresno, CA • Jan 27-28 • Selland Arena *
Pittsburgh, PA • Jan 27-28 • Mellon Arena
Cincinnati, OH • Feb 10-11 • U.S. Bank Arena *
Kansas City, MO • Feb 10-11 • Kemper Arena *
Tacoma, WA • Feb 10-11 • Tacoma Dome
Baton Rouge, LA • Feb 17-18 • Riverside Centroplex *
Knoxville, TN • Feb 17-18 • Thompson Boling Arena *
Dallas, TX • Feb 18-19 • American Airlines Center
Little Rock, AR • Feb 24-25 • Alltel Arena *
Wilkes Barre, PA • Feb 24-25 • Wachovia Arena at Casey Plaza *
Greenville, SC • March 3-4 • Bi Lo Center *
Nampa, ID • March 10-11 • Idaho Center *
Birmingham, AL • March 17-18 • BJCC *
Columbia, SC • March 24-25 • Colonial Center *
University Park, PA • March 24-25 • Bryce Jordan Center *

* non-dirt event

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National Series

Albany, NY • Oct 28-30 • Pepsi Arena
Des Moines, IA • Nov 4-6 • Wells Fargo Arena
Charlotte, NC • Nov 18-20 • Charlotte Arena
Rockford, IL • Dec 2-4 • MetroCentre
Dallas, TX • Jan 6-8 • Reunion Arena
Baltimore, MD • Jan 13-15 • 1st Mariner Arena
Guthrie, OK • Jan 20-22 • Lazy E Arena
Hampton, VA • Jan 27-29 • Hampton Coliseum
Memphis, TN • Feb 3-5 • FedEx Forum
Denver, CO • Feb 10-12 • Denver Coliseum

Regional Series

Reno, NV • Nov 18-20 • Livestock Event Center
Salt Lake City, UT • Jan 6-8 • Delta Center
Toledo, OH • Jan 13-15 • Toledo Sports Arena
Dayton, OH • Jan 20-22 • Nutter Center
Louisville, KY • Jan 27-29 • Broadbent Arena
Grand Rapids, MI • Jan 27-29 • Van Andel Arena
Greensboro, NC • Feb TBA • Greensboro Coliseum
Springfield, IL • Feb 3-5 • Prairie Capital CC
Nashville, TN • Feb 17-19 • Municipal Auditorium
Sacramento, CA • Feb 24-26 • Arco Arena
Green Bay, WI • March 10-12 • Resch Center
Raleigh, NC • March 17-19 • RBC Center
Omaha, NE • March 17-19 • Qwest Center

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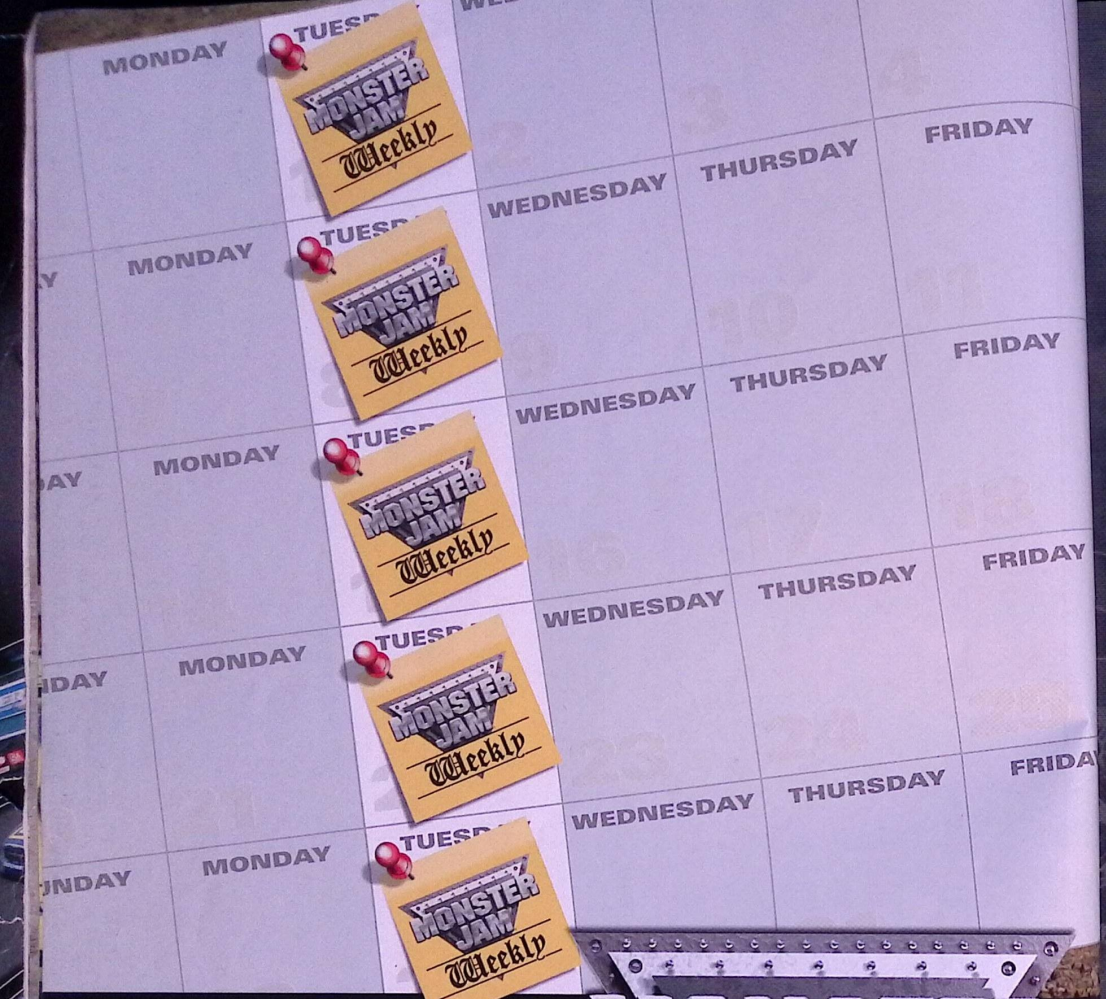
MARCH 19, 2005

Madusa proved herself once again as the Queen of monster trucks when she beat the King, Dennis Anderson, with this thrilling victory and became the Monster Jam World Finals Racing Champion.



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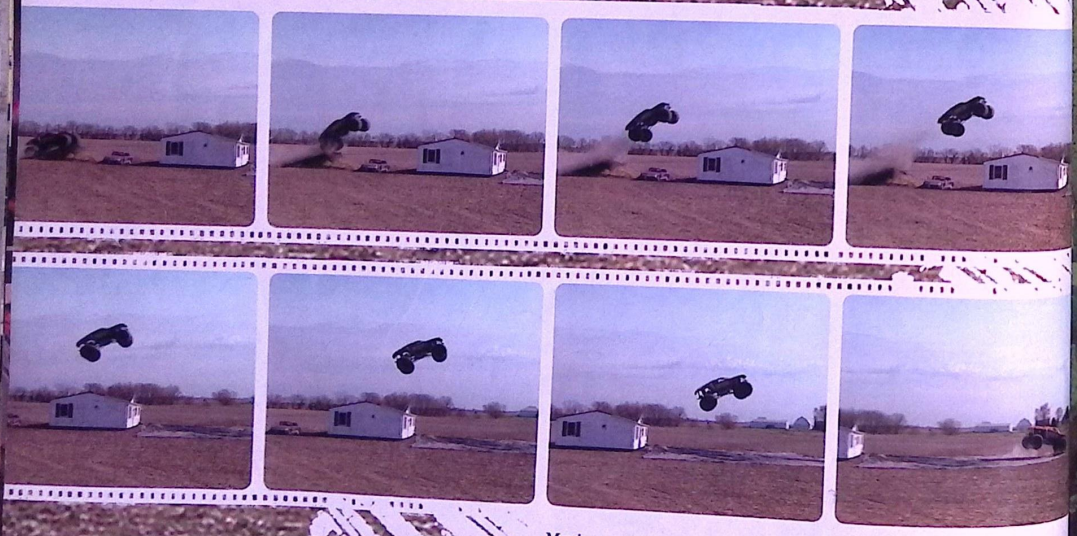
HOUSE PARTY (MONSTER JAM STYLE!)

First Meents jumps it, then he crushes it!



Maximum Destruction, indeed! First Tom Meents jumped (lower sequence), then crushed this house in the summer of 2005. Observers put the length of the jump at an amazing 175 feet.

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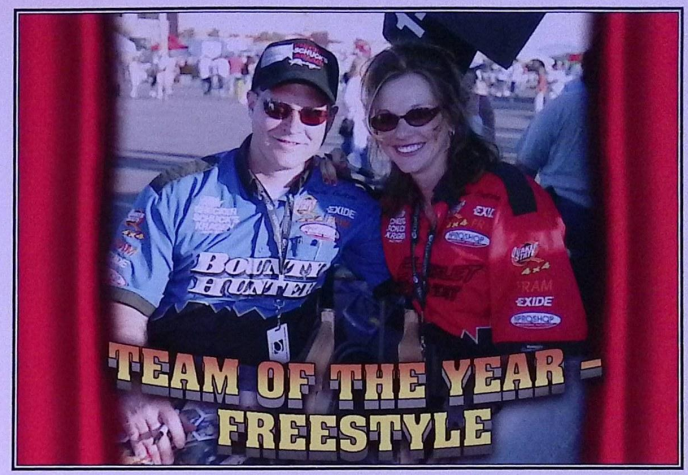
THE 2005 SCOTTY AWARDS

MONSTER JAM ANNOUNCER SCOTT DOUGLASS HANDS OUT HIS YEARLY AWARDS FOR 2005's MEMORABLE MOMENTS.

BY SCOTT DOUGLASS

While Monster Jam blasts to new heights in 2006, let's take a look back at the competitors and performances that raised the bar in 2005. It's my annual Scotty Awards, one announcer's opinion regarding the best of '05. The Scotty Awards are designed to put the honors in a personal perspective, naming the best in each category that I personally witnessed at live events and during the production of the Monster Jam television show on Speed Channel. So, without further adieu, here are the Scotty Awards for 2005:



TEAM OF THE YEAR – RACING

WINNER: MADUSA & SUPERMAN™ – Considered as a team in this category since they traveled together and shared the same crew chief and crew, the World Racing Champion and the sport's most improved racer get the nod here. Madusa has moved to the top of the sport in a relatively short period (at least in terms of actual seat time), a tribute to her natural talent and unique ability to grab the spotlight. It is no fluke that she won the World Championship in racing this year. Consider this: only Dennis Anderson, Tom Meents, and now Madusa have won a world title in both racing and freestyle. Chad Fortune jumped into the Superman™ truck in January and became an immediate impact player. He was third behind only the legends, Anderson and Meents, in round racing wins during Speed Channel televised events in 2005.

RUNNER-UP: TEAM GRAVE DIGGER – Lead by the icon himself, Dennis Anderson and his team of elite Grave Digger drivers were the winningest team in the sport during the 2005 campaign, and Anderson came up just short of winning his second straight World Championship. Top to bottom, Team Grave Digger is the deepest and most talented unit ever created in the sport.

TM & © DC Comics
s(06)

TEAM OF THE YEAR – FREESTYLE

WINNER: 2 EXTREME RACING – Jimmy Creten drove Bounty Hunter to the World Freestyle Championship, and his wife and teammate, Dawn, made the Scarlet Bandit a top freestyle contender. Jimmy has been near the top of the Monster Jam racing world for years and he is still a legitimate threat to win racing every time out. Laying down the fastest qualifying run at this World Finals is proof that he is still among the top favorites at race time. But it is his elevation of freestyle, while maintaining racing excellence, that has propelled this team to the top of the sport.

RUNNER-UP: TEAM MEENTS – Adding veteran Guy Wood to a team that already included one of the best in Meents, one of the strongest new freestylers to enter the sport in the last few years, Phil Foster, and a newcomer that clearly has that Team Meents aggressiveness, Kevin Lewis, made this a banner year for this unit. While the team experienced more equipment troubles this season than in the past, they were unbelievable almost every time in freestyle and they continue to redefine what sick air really is.

DRIVER OF THE YEAR – RACING

WINNER: DENNIS ANDERSON – With all due respect to the new World Racing Champion (Madusa), Anderson had another stellar year. And as the icon approaches 25 years in the sport, it is clear he is not backing off. Instead, like fine wine, Anderson gets better with age. We got used to seeing Anderson's winning runs again this year on Speed Channel

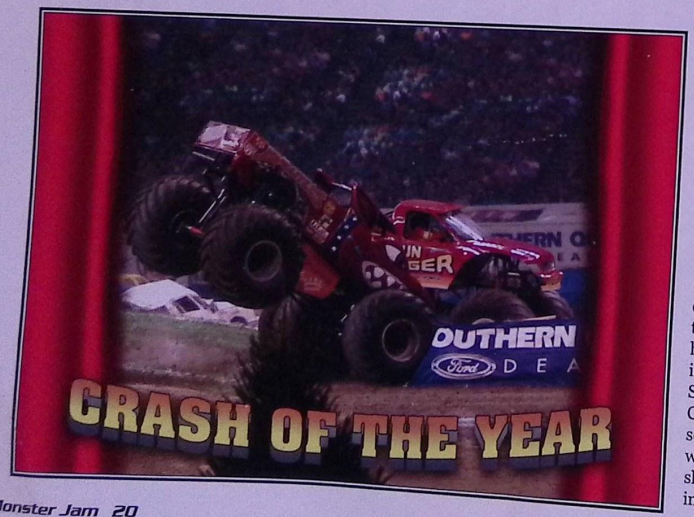
where he amassed a phenomenal record of thirty wins and seven losses. More wins in round racing, and more event wins than any other driver in 2005, give Anderson the nod here.

RUNNER-UP: TOM MEENTS – Were it not for the previously noted mechanical issues, Meents would have been tops here. When the equipment was right, he was nearly unbeatable. Tom actually had the best winning percentage in round racing on Speed this season with a 21 and 2 record and five event victories.

DRIVER OF THE YEAR - FREESTYLE

WINNER: TIE – ANDERSON AND MEENTS – The only way I can separate the best two freestylers in the universe is to look at the results, and each won five freestyle competitions on Speed Channel this season. What is amazing about Dennis and Tom is that as other drivers in the sport elevate their freestyle game to take a run at the big two, Dennis and Tom react by constantly raising the bar to previously unseen heights. And what used to be a bitter rivalry between the pair has turned into a mutual respect, one in which they push each other to take it to a new level every week.

RUNNER-UP: TONY FARRELL – Let us not forget that in any previous year we would be calling Farrell a World Champion. His score in Las Vegas actually tied Creten, but he lost the tie-breaker (and let me say here that the addition of the tie-breaker in the World Finals would get my award as the best rule change in the sport this year). Like Creten, Farrell's emergence to championship-caliber freestyling was not just a one night Vegas fluke. Blue Thunder won several freestyle competitions in '05, televised and non-televised, and Tony rates as one of the pre-season favorites (along with Creten, Anderson, Meents, and Madusa) to take the 2006 freestyle world title.



UPSET OF THE YEAR

WINNER: MADUSA DEFEATS GRAVE DIGGER, Sam Boyd Stadium, Las Vegas – Madusa shocked the world, but she did not shock herself or her team. Madusa used her head and her foot, handling the slick conditions in Sam Boyd Stadium at the World Finals brilliantly. While she was smooth as silk all night, very few observers thought she had a chance in the championship race unless Anderson made a mistake. Anderson did not make a mistake. He ran a great race. But at that moment, Madusa was a little bit better; she pulled off the year's biggest shocker and claimed her first World Racing Championship.

RUNNER-UP: PREDATOR WINS RACING, Georgia Dome, Atlanta – Allen Pezo has been at this game a long time and certainly has claimed his share of wins. Still, it had been a long time since the Monster Jam television audience saw Predator take a major stadium victory. That changed in January, with yet another sold-out house and well over 65,000 fans on hand to witness Pezo drive Predator to the racing win, defeating Superman in the finals.

CRASH OF THE YEAR

WINNER: BRUTUS & GUNSLINGER, Superdome, New Orleans: – This was one of the biggest "WOW" moments in the history of this sport, period. There is no single moment that people will remember more from 2005 than this one. USHRA officials created a unique, exciting course on the massive Superdome floor, with the trucks starting side by side and having to scale a tabletop before heading into the first turn. Off the starting line, Scott Hartsock got the hole shot on Chris Bergeron in Brutus. Just as Hartsock scaled the tabletop, Bergeron came off of a wheelie, gained traction, then lost control, shooting into the other lane and crashing into Gunslinger, causing the big Florida Ford to flip wildly. Bergeron was apologetic, but Hartsock was livid. And the fans were on their feet in amazement.

FREESTYLE PERFORMANCE OF THE YEAR

WINNER: TOM MEENTS, MAXIMUM DESTRUCTION, Edward Jones Dome, St. Louis – While Meents had his share of ups and downs in 2005, his freestyle in St. Louis stands out as a true high spot. Honorable mention here must go to Jason Witte in Wild Hair, Mark Schroeder in Devastator, and Dan Evans in Destroyer. By the time Meents hit the Edward Jones Dome floor, those three had the crowd on fire with performances that each can rank among their career best. On any other night, Witte, Schroeder, or Evans would have walked on the stage for the big trophy. Meents knew the only way he could win was to top the incredible performances turned in by those three, and he did just that. Living by the credo "go big or go home," Meents picked up the gauntlet thrown down by the trio mentioned above. He absolutely nailed his best freestyle of the season to grab a narrow victory.

RUNNER-UP: DENNIS ANDERSON, GRAVE DIGGER, Edward Jones Dome, St. Louis – Yes, the top two in this category came on the same night in the same freestyle competition. It was clear what Anderson had to do, and he did it. After seeing what Meents did to top the great runs laid down by Wild Hair, Devastator, and Destroyer, the icon responded to the challenge with his best freestyle of 2005. The judges gave Maximum Destruction a one point win over Grave Digger, although many in attendance thought Anderson should have grabbed the close win. No matter who you thought won the competition, the real winners were the Missouri fans and the Speed Channel audience that witnessed, first to last, the year's best freestyle competition.

FREESTYLE MOVE OF THE YEAR

WINNER: DAN EVANS, DESTROYER, Sam Boyd Stadium, Las Vegas – Air Man Dan wins here for pulling off a move we had never seen before, and for doing it on the sport's grandest stage. We have seen some awesome moves in reverse before, most notably Lyle Hancock's in Wrenchhead at the 2000 World Finals. And right before Evans took the track for his freestyle at the 2005 World Finals, Michael Vaters in Black Stallion successfully nailed a reverse leap that wowed the crowd. But Evans found a way to raise the bar even higher when he completed a combination move over two separate obstacles in reverse. He pulled it off brilliantly and finished near the top of the World Finals freestyle competition.

RUNNER-UP: TOM MEENTS, MAXIMUM DESTRUCTION, at home in Paxton, IL – I can't make this the award winner because it did not come in competition, but in terms of Speed Channel highlights, this moment certainly rates as the year's most memorable. After completing construction on a beautiful new home in Illinois, Meents brought the cameras along to watch him destroy an old house with a "take no prisoners" Max D. freestyle exhibition. Before destroying the house, Meents accomplished a breathtaking leap over it to solidify his self-proclaimed title as the "King of Air."

RISING STAR AWARD

WINNER: GEORGE BALHAN – Putting this former rookie of the year into a tricked out Escalade has been the perfect marriage of man and machine. Balhan loves all the bling, and he has driven the wheels off of this awesome looking Caddy. I've said it on TV and I'll write it here: someday we will

be referring to George Balhan as a World Champion, and my guess is that it will be sooner rather than later.

RUNNER-UP: CHRIS BERGERON – We found out one thing for sure in 2005: when Brutus pulls onto the track, don't take your eyes off this 10,000-pound dog, because more than likely something spectacular is about to happen. The bet here is that as time goes on we will see more good stuff from the protégé of 2003 World Freestyle Champion Jim Koehler.

MOST IMPROVED DRIVER

WINNER: DAWN CRETEN – In 2005, Scarlet Bandit, mechanically, was the best truck that Dawn Creten has ever driven, and she elevated her driving abilities as well to become a legitimate contender. Her biggest win had to be at Bank One Ballpark in Phoenix where she topped an all-star line-up full of some of the sport's biggest names. It was fitting that in 2005 Dawn earned a place in the Monster Jam World Finals for the first time in her career.

RUNNER-UP: JASON WITTE – Witte's freestyle performances in Wild Hair caught a lot of attention, as well as capturing lots of high scores in 2005. His best may have been the previously mentioned hometown freestyle at the Edward Jones Dome in St. Louis. The truck name Wild Hair has a long history in the sport and in 2005 Jason Witte brought that name to new heights on some of Monster Jam's biggest stages.

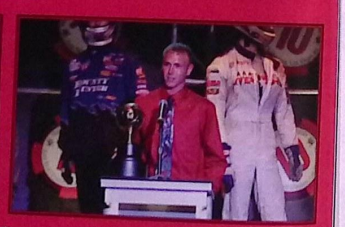
BEST NEW TRUCK

WINNER: The SUPERMAN™ MONSTER TRUCK – The combination of an up and coming driver (Chad Fortune), top-shelf crew chief (R.L.), and possibly the world's best known and most beloved superhero, give the Superman™ monster truck the nod here as the top new monster truck in 2005. Making it into the finals the first night out in Atlanta showed just how quickly Chad Fortune took to his new ride. Looking at the huge lines in pit parties with fans wanting to meet Chad and get an up close pic of the super machine, showed that this truck is already a prime time player.

RUNNER-UP: T-MAXX– John Seasock's new truck turned heads right from the get-go. Long one of the most popular drivers, not only among fans but his fellow competitors as well, Seasock's Traxxas sponsored T-Maxx is not only an awesome looking truck, but, performance-wise, it's clear that as John keeps elevating his game, this is the best piece of equipment that he has ever driven. The new truck's popularity became even more evident when Seasock won this year's USHRA.com "Fan's Choice" award.

2005 USHRA AWARD WINNERS

Here is a review of all of those who won official USHRA honors during the banquet following the Monster Jam World Finals in Las Vegas. All of the below are deserving champions and winners, and we salute them.



From left: Chris Bergeron and Scott Hartsock accept the Crash Madness Award; Dan Evans scored Best Wheelie of the Year as well as Sportsman of the Year; Darren Basl (shown) and Chad Fortune earned the Most Improved Award for 2005.

ROOKIE OF THE YEAR: Danny Rodoni - The Patriot
BEST WHEELIE OF THE YEAR: Dan Evans - Destroyer
BEST DOUGHNUT OF THE YEAR: Diehl Wilson - Virginia Giant
EXTREME AIR AWARD: Tom Meents - Maximum Destruction
CRASH MADNESS AWARD: Allen Pezo - Predator / Chris Bergeron - Brutus / Scott Hartsock - Gun Slinger
BEST SAVE OF THE YEAR: Pablo Huffaker - Grave Digger / Phil Foster - Maximum Destruction
TEAM OF THE YEAR: Flame Motorsports - King Krunch / Team Meents Racing - Maximum Destruction, Hot Wheels
MOST IMPROVED AWARD: Darren Basl - El Matador / Chad Fortune - Superman™
BEST FREESTYLE AWARD: Tom Meents - Maximum Destruction
SPORTSMAN OF THE YEAR: Dan Evans - Destroyer
GOLDEN MIC AWARD: Jason Childress - Grave Digger
FAN'S CHOICE AWARD: John Seasock - T-Maxx/Sudden Impact
DRIVER'S CHOICE AWARD: Tom Meents - Maximum Destruction
WORLD FINALS RACING CHAMPION: Madusa -Madusa
WORLD FINALS FREESTYLE CHAMPION: Jim Creten - Bounty Hunter

COMEBACK OF THE YEAR

WINNER: GUY WOOD – Even though he really wasn't gone very long, Guy Wood coming out of retirement to drive for Team Meents revitalized his career and gave Meents yet another driver capable of putting his top-flight equipment in the winner's circle. Wood was especially effective for the Meents camp against Grave Digger, proving to be a thorn in Dennis Anderson's side all season. The icing on the cake came in Indianapolis, where Wood recorded the biggest racing win of his career, driving the Bob & Tom Ford to the RCA Dome event racing victory, knocking off Allen Pezo and Predator in the finals.

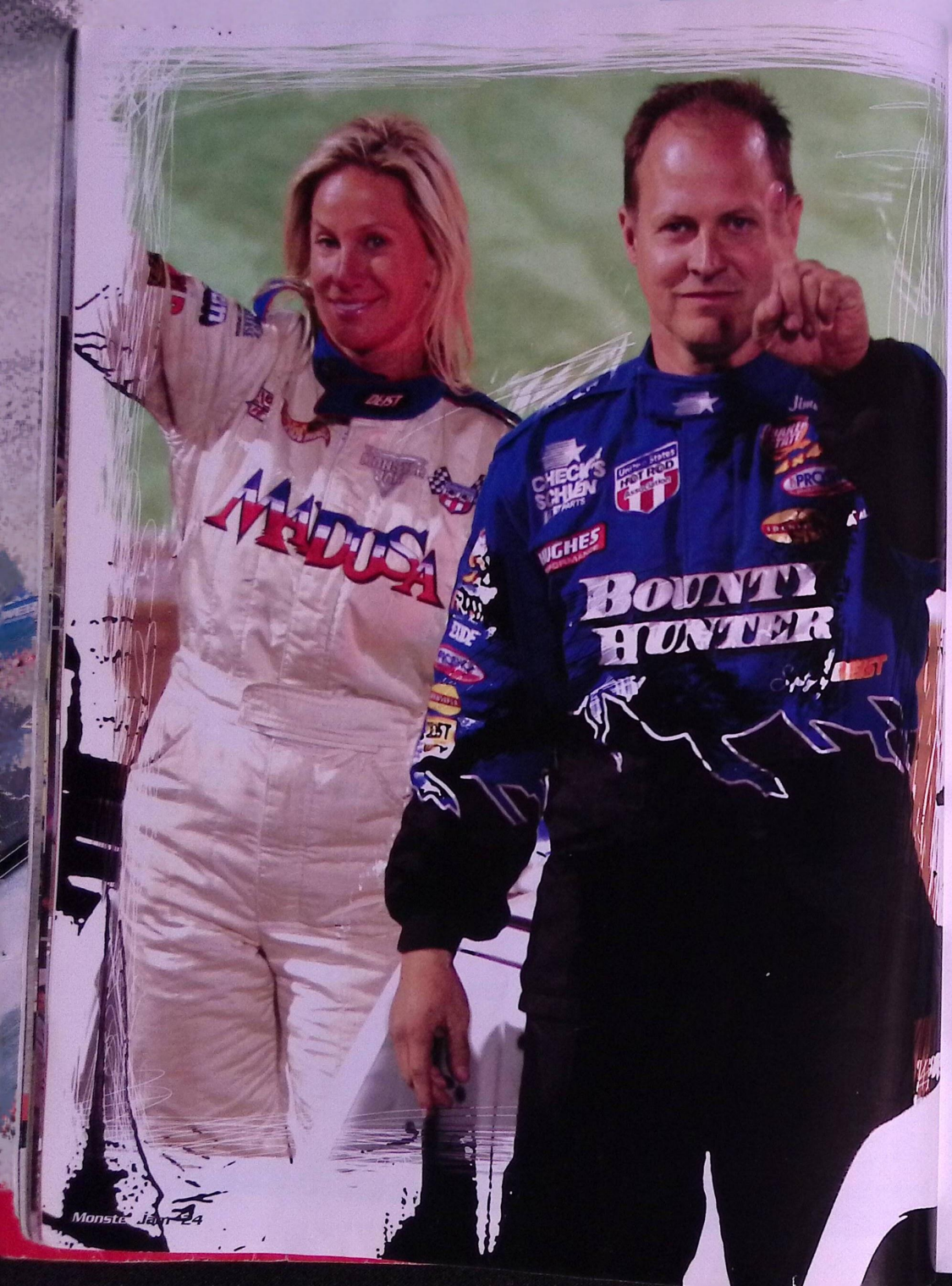
RUNNER-UP: ROB KNELL –It was great to see "Cousin Rob" back from injuries and behind the wheel in 2005. He came back slowly, working first as a crewman for Maximum Destruction and Hot Wheels, then got back behind the wheel late in the season. Here's hoping we see lots more of Rob Knell the driver in 2006. Remember, this is a man who won a major stadium event in New Orleans on television a few years ago in the now-defunct nWo truck. Knell is another from the Tom Meents School of Monster Trucks who can flat-out drive—and win.

SAVE OF THE YEAR

WINNER: PHIL FOSTER, MAXIMUM DESTRUCTION, Olympic Stadium, Montreal – In the semifinal round of racing, Foster matched up against the reigning World Champion at the time, Dennis Anderson in Grave Digger. With the huge crowd on its feet in anticipation, you just know that Phil Foster was sky high and ready to take out the Digger or destroy Max D. trying. He did neither, but elicited a huge gasp from the crowd when it appeared he flipped the truck, only to somehow avoid the roll and pull back onto all four wheels. It cost any chance for a win against Anderson, but had the crowd screaming in delight and in tribute to his masterful save.

RUNNER-UP: RANDY BROWN, GRAVE DIGGER, RCA DOME, Indianapolis – Randy Brown had another one of those amazing Grave Digger moments en route to winning the freestyle competition in front of yet another sold-out house. Not only was it an unbelievable save, it was crucial. With Meents and Maximum Destruction scoring a 28, Brown would not win if he rolled the truck before time expired. Pulling the Digger back into the run after the truck appeared to be laid on its side, and then rolling on to finish the run in spectacular fashion probably earned Brown the extra point he needed to edge Meents 29 to 28.

Wow, what a year 2005 was, and 2006 is destined to become the greatest and most spectacular year in the history of Monster Jam. I can't wait to witness the performances that will earn the 2006 Scotty Awards!



CONSISTENCY IS KING (AND QUEEN)

Commitment to excellence in all aspects of Monster Truck driving has brought these Champions to the top of their sport.

By Scott Douglass

It was not a huge shock to see Madusa and Bounty Hunter driver Jimmy Creten honored as the newest Monster Jam World Champions at Sam Boyd Stadium in Las Vegas last March. It was, however, very surprising that Madusa, known more for her freestyle performances, was crowned as the racing champion, and Creten, considered one of the sport's premier racers, was celebrating the freestyle title. A closer look at both of these champions, however, indicates that we should never be surprised with their success. They are both focused, driven, consistent winners who will accept nothing less than accomplishing their goals.

For Madusa, winning the World Finals Racing Championship solidified her status as one of the true elite drivers in the sport. With the racing title now hers, she joins legends Tom Meents and Dennis Anderson as the only drivers to win both a World Championship in racing and freestyle.

As one of the defending Freestyle World Champions, it may surprise some that Madusa says she came to Las Vegas determined to win the racing championship. "I needed to win... for myself this time, so I can say, 'you do have it, you are an equal, you do work hard, you do have what it takes to be a champion.'"

Madusa began her assault on the title the night before the finals by turning in her best qualifying effort ever. "Qualifying is a good opportunity to loosen and tighten the truck, but also to get your mind totally focused and to get a feel for the track," Madusa explained. "But it all can change in a heartbeat, like when it rained," as it did during Saturday's finals.

As it turns out, the rain was perfect for Madusa. She drove fast, smart, and consistently to take the championship, and says that her crew chief's comments right before the first race, with the rain coming down, were important to her: "R.L. said, 'Hon, just do what you do best.' And that was awesome. I got tears in my eyes because it was telling me this guy has a lot of confidence in me. So from there, we just made some adjustments after qualifying, and then handled the rain." She handled it better than anyone else, even the defending World Racing Champion, Dennis Anderson. It was Anderson who taught her to drive a truck when she entered the sport, and it was the icon in his Grave Digger that she defeated to claim the '05 championship.

"God works in funny ways," Madusa continued. "After Jimmy Creten won freestyle and I won racing, he came up to me and said, 'Madusa, I think you've got my championship and I have yours.' And I said, 'No way.' I know everyone's odds weren't very high on me to win racing, but that's when I like to prove myself."

Madusa may not have agreed with Creten's post-championship assessment, but make no mistake about it, a lot of people figured Creten as the potential racing winner and Madusa a likely freestyle titlist when the 2005 World Finals got underway. Creten then cemented his status as the racing favorite when he set the fastest qualifying time and grabbed the number one seed in Saturday's racing bracket. Then the rains came. "Because of the rain, we decided to change the tires at the last minute," Jimmy disclosed. Early on, the strategy worked; Creten powered Bounty Hunter to wins over Chris Bergeron in Brutus and Tony Farrell in Blue Thunder to earn a semi-final berth against the reigning champ, Dennis Anderson in Grave Digger. In a race almost

Left: Madusa edged out her mentor Dennis Anderson in Grave Digger to win the 2005 Monster Jam World Finals Racing Championship.
Right: Jimmy Creten in Bounty Hunter navigates a huge pile of crush cars on his way to his first World Finals Freestyle Championship.

as anticipated as the championship race itself, the pair came down Thunder Alley even. Then Creten made a crucial mistake. "I hooked really hard in the corner and hit the turning pole. I was really upset about that." So even though Bounty Hunter edged Grave Digger coming across the finish line, Creten was hit with a five second penalty, eliminating him from the bracket and sending Grave Digger to the finals against Madusa.

Despite not winning the title, Bounty Hunter left the 2005 World Finals with an unprecedented streak of making the final four in the racing championships for four consecutive years, a feat no other driver and truck can claim.

After the disappointment of coming up short again in racing set in, Creten kept his focus and was able to channel all his energy into freestyle. Although some may not have thought Bounty Hunter was a likely contender for the freestyle crown, Creten was well aware that in 2004 he was just one point short of tying Madusa, Lupe Sosa in El Toro Loco, and Tom Meents in Maximum Destruction for the freestyle title.

"I knew I had the skills to win freestyle," Creten says. "The Scarlet Bandit/Bounty Hunter team is known for getting it done in freestyle. We try to keep it on the edge while not totally destroying our trucks. The keys to sticking around are patience and momentum first, and then bringing in the element of surprise at the end." Creten did all of that, and in the first year of the new freestyle tie-breaking system, Bounty Hunter edged out Blue Thunder by one point for Creten's first World Championship. "The first thing I did was hug my wife (Scarlet Bandit driver Dawn Creten, who was competing in her first World Finals), then I looked for my crew because I wanted them to share in the experience," Creten remembers. "I wanted to make sure that I remembered to thank everyone who helped get me there. We have been so close so many times—it was very gratifying."

For both champions, there will be no resting on their laurels after winning the 2005 titles. There is much more both want to accomplish. "I've got a few good years left in me," Madusa predicts. "I don't plan on retiring any time soon. I have a lot of promises I still have to keep, and not just in the United States anymore," she said, in reference to Monster Jam's growing international appeal. In 2005, Madusa proved to be as popular as any driver during the events that made up the Monster Jam European tour.

Likewise, Creten plans to be around for many years to come. "When you get to the top, it's hard to stay on top," Creten explains. "You need to stick with what got you there, and believe in your skills. I want to stay on top, or amongst the top, as long as I can." Jimmy was quick to point out that the consistency of his family-based team (and sponsors Checker, Shuck's, and Kragen Auto Parts) allows them to expand and improve year after year.

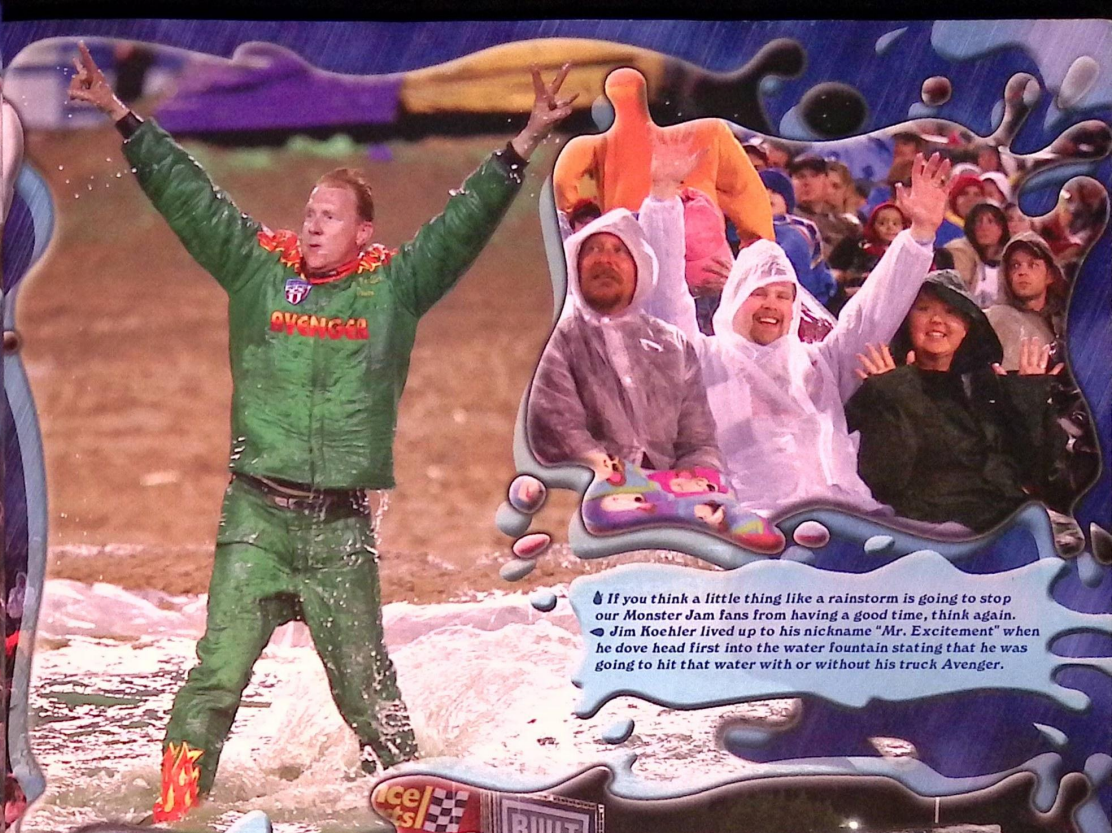
Madusa and Jimmy Creten: two drivers who've reached the pinnacle of Monster Jam. But both are quick to point out that they still have major goals that they intend to accomplish. Sure, both are focused on defending their championships in 2006, but for these driven winners, that's only part of the plan. For Creten, there is still that elusive racing title that he has come so close to in the past. As for Madusa, who has won both titles—freestyle in '04 and racing in '05, what more can she accomplish? According to her, plenty. "There is now only one greater thing that I need to accomplish—becoming racing and freestyle champion at the same time."

"I wanted to make sure that I remembered to thank everyone who helped get me there. We have been so close so many times—it was very gratifying."
- Jimmy Creten

Wet and Wild

MONSTER JAM 6
World Finals

A torrential rainstorm made this year's Monster Jam World Finals one of the craziest shows ever. Not only did these competitors have to go up against each other and the most insane track yet, but now they had Mother Nature to battle with as well. The rain made things interesting, but ultimately proved the loser against the unwavering commitment and excitement of the drivers and the amazing USHRA fans.



If you think a little thing like a rainstorm is going to stop our Monster Jam fans from having a good time, think again.

Jim Koehler lived up to his nickname "Mr. Excitement" when he dove head first into the water fountain stating that he was going to hit that water with or without his truck Avenger.

Dennis and Tom left a wake of destruction in their paths after bringing to the freestyle course two Grave Digger and Maximum Destruction trucks in an unforgettable encore.

George Balhan's usually sparkling monster truck looked a little different after his wild racing through the mud and the rain.

DOUBLE DOWN

DOUBLING THE FUN AT THE WORLD FINALS

As if a weekend of the highest caliber racing and freestyle and a full list of activities including a five hour pit party wasn't enough, now there's even more! For the World Finals 5, we created the Double Down Night of Qualifying. Friday night included a BBQ with the drivers and activities for fans before qualifying began. Some of the fun in the Double Down area included a Grave Digger truck set up for fans to get photos from the driver's seat, monster ride trucks, a sign-making booth, and more. After that, everyone poured into the stadium to watch the qualifying runs—many trucks running without their bodies to give fans the chance to see the drivers control their machines as they fly down Thunder Alley.

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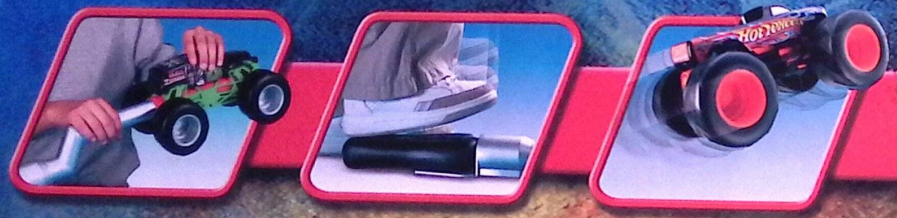

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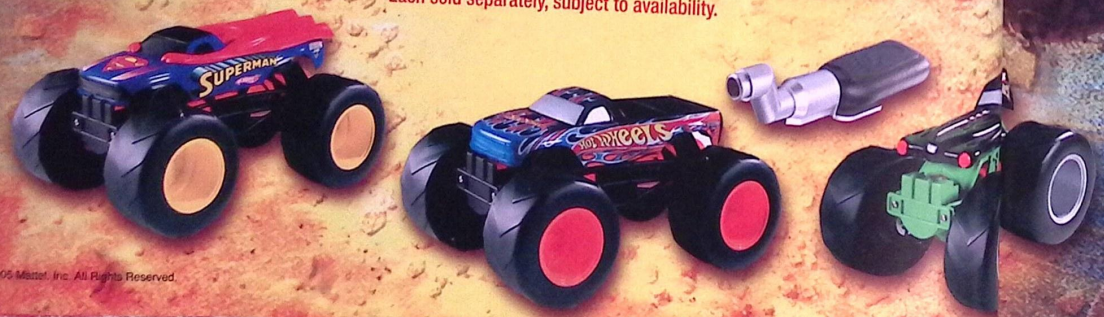

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MONSTER MECHANICS SAFETY CHECK

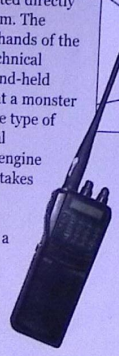
BY DARREN PALLEN

ILLUSTRATIONS BY NEIL VANDENBERG

As state-of-the-art superchargers and fuel injection systems push the modern monster truck engine to produce almost two thousand horsepower, the need for increased safety measures in this ground-pounding sport has never been greater. Faster acceleration rates, more intense donuts, and longer jumping distances require monster truck chassis to be stronger, their suspensions more capable, and the drivers more secure. Read on, and you will discover just how we accomplish these monumental tasks.

Remote Ignition Interrupter

Without a doubt, the single most important safety feature found at a United States Hot Rod Association (USHRA) event is the Remote Ignition Interrupter, or "RII," which can shut the truck off from afar. This innovative device consists of two main components: a receiver and a transmitter. The receiver is mounted in the cockpit of the monster truck and is connected directly to the engine's ignition system. The transmitter is carried in the hands of the specially trained USHRA Technical Officials, and resembles a hand-held radio device. In the event that a monster truck driver winds up in some type of danger, the USHRA Technical Officials can shut the truck's engine off remotely and instantly. It takes many years of training and experience to know precisely when to "hit the button." It is a huge responsibility, and it is one that makes the job of the USHRA Technical Officials so important to the operation of a safe event.



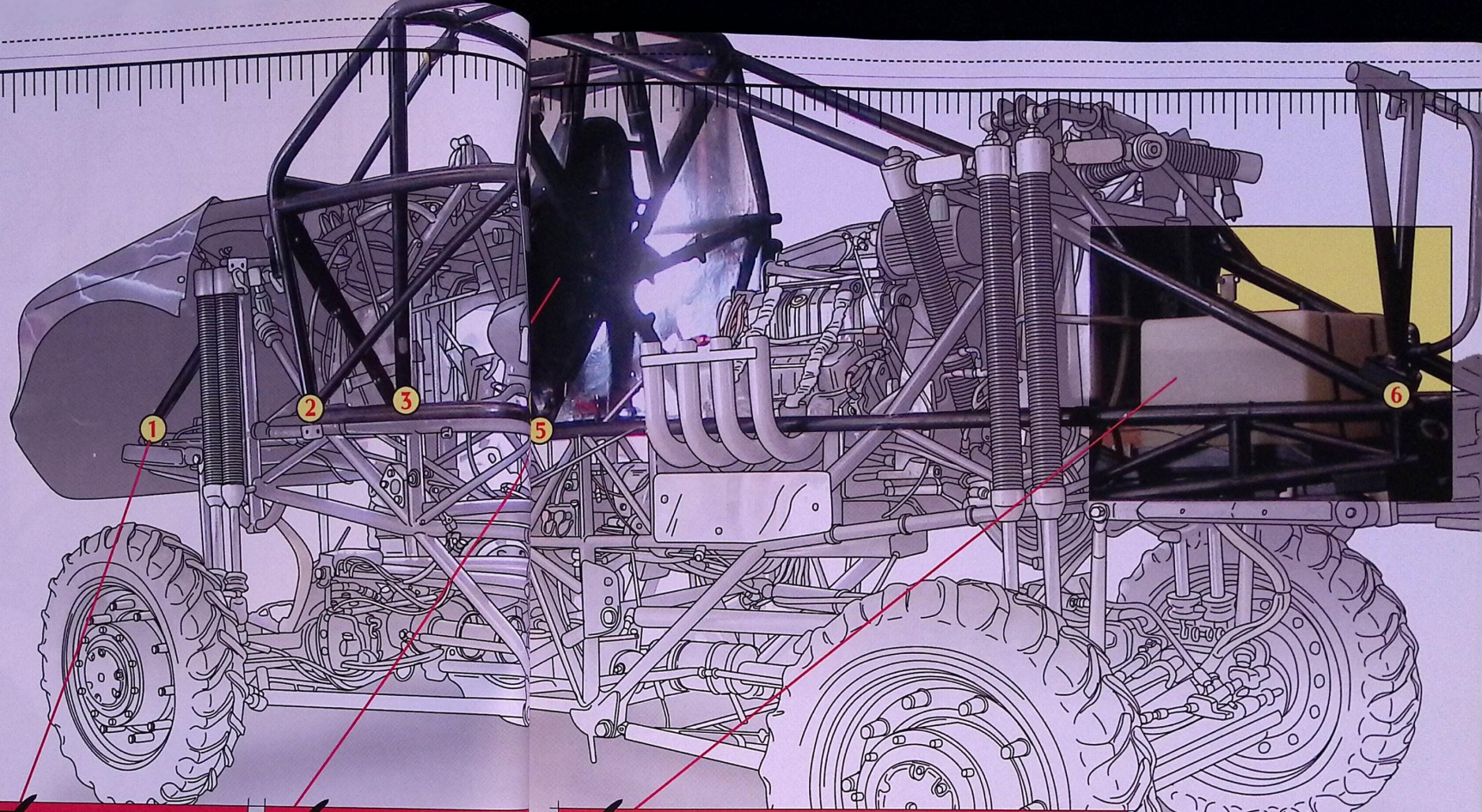
Testing of the RII device always takes place immediately prior to each run during the event competition. The next time you see the monster trucks roll up into the staging area, pay close attention to the USHRA Technical Officials and the transmitter in their hand. Listen as the trucks shut off then restart their engines. You have just witnessed a genuine RII test.

Fire Suppression Unit

Another safety device found at every Monster Jam can also be found in most homes: portable fire suppression units, also known as fire extinguishers. Portable fire suppression units are required at all USHRA events. Furthermore, monster truck drivers have a primary and a back up on-board fire suppression unit that they can operate from inside the driver's compartment to help extinguish any fuel or oil fire that might occur during an event.

Safety Harnesses

Safety harnesses are yet another very important feature found on a monster truck. For many years, safety harness systems were extremely simple in design. They consisted of just two belts (one over each hip of the driver) that functioned to keep the driver in the seat in the event of a crash. Today, safety harnesses are engineered to do much more. Produced by a variety of manufacturers, these five-point harnesses are closely patterned after the harnesses worn by actual jet fighter pilots. In this design, a strap wraps through the upper thighs of the driver's legs and attaches to the shoulder and hip belts with a common quick release buckle directly in front of the driver's sternum. Not only does this type of restraint system hold the driver safely in the seat during a crash, but it also keeps the driver secure under competition conditions. The theory behind these high-tech safety harnesses is that a stationary driver always has better vehicle control. And more control means more spectacular maneuvers, which we all love to see.



Nomex Racing Suit

In addition to the portable fire suppression units discussed earlier, drivers also take secondary precautions to survive a fire through the use of specially designed, fire-retardant Nomex drivers' suits. USHRA rules require that every driver must wear a high quality triple-layer Nomex racing suit during competition. Nomex is a man-made heat and fire resistant material, which is also used in a variety of demanding industrial applications, including airplane walls and electric motors. When combined with a Nomex head sock and undergarments, an approved racing suit can provide the driver with an extra element of safety in the event of a vehicle fire. The use of Nomex has truly revolutionized all forms of motor sports and will certainly continue to do so in the future.

Roll Cage

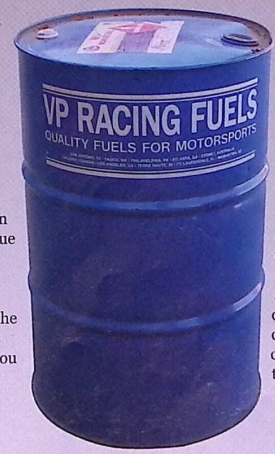
Further protecting our fearless monster truck drivers is an interior protection system known as a roll cage. The USHRA requires a minimum ten-point roll cage to be installed in all monster trucks. This means that the roll cage must be constructed in such a way that its steel bars are welded to the main chassis rails in at least ten different locations. While the USHRA only requires a ten-point roll cage, many trucks (like the one shown above) have twelve points (6 on each side). The roll cage actually serves a dual function: while it certainly protects the driver in the event of a roll over, it also serves to give the entire chassis its strength and rigidity. Basic variations of roll cages are widely used in passenger cars today, but are well hidden within the roof panel for cosmetic purposes.

Lexan Plastic

The vast majority of modern monster trucks are built with their engines located closely behind the driver. The thought of sitting in front of an engine that produces almost two thousand horsepower is enough to scare anyone. To help keep the driver safe in this situation, a thick sheet of Lexan is inserted between the driver and the engine. One of the most distinctive properties of Lexan is its high impact strength. In other words, few plastics can match its ability to stand up to hard knocks in very cold or very hot temperatures. Lexan is shatter-resistant and virtually unbreakable. This material is so versatile, in fact, that it is normally used throughout the entire cockpit.

Methanol Fuel

Now that the RII's are tested, and the drivers are secure in their Nomex suits and safety harnesses; now that they have their portable fire suppression units with them inside their roll cages and are seated in front of a sheet of Lexan plastic, we must continue to keep safety on our minds at all times. Do you know what that unmistakable scent in the air is? If your answer is "methanol fuel," then you are absolutely correct. Methanol is a fuel that produces an incredible amount of burning power while helping to keep engine temperatures low as compared to gasoline-based fuels.



Before competition, methanol is poured into the fuel cell. While the fuel cell serves as the gas tank for a monster truck, it also performs an important safety function. A fuel cell is designed to absorb impact by deforming in the event of a crash. The more energy the cell absorbs, the less chance there is of a rupture.

Whether it's a wheel, a chassis, or an engine, monster truck components can be easily repaired or replaced with time, money, and effort. The same cannot be said, however, of the brave men and women who drive these wild machines. This is the main reason why the United States Hot Rod Association is so dedicated to promoting safety within this sport. When our drivers, crews, and fans are safe, the event is more enjoyable for everyone. Until next time, please be safe!

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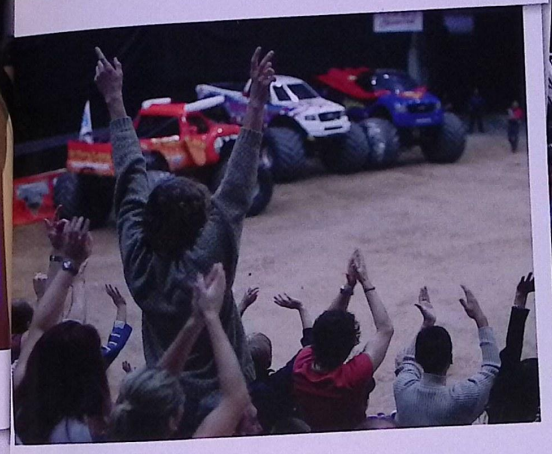
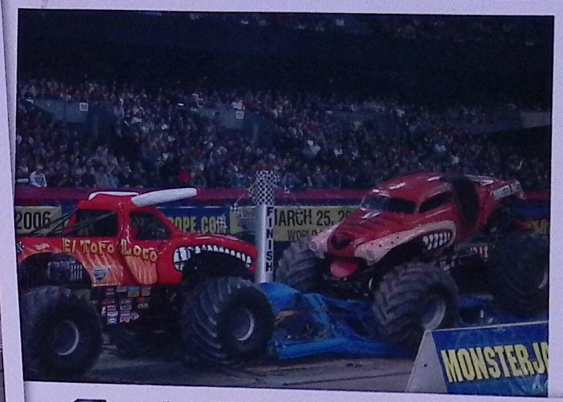




Living the Event:

An insider's look at the Monster Jam tour of Europe.

by Zach Cooper

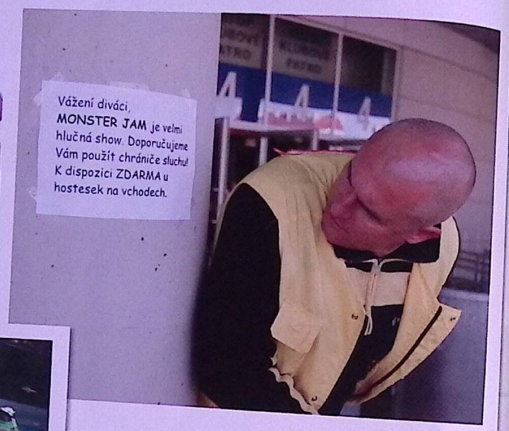
I woke up this morning and reality set in: I was still in that small, hot hotel room that I had been calling home for the last week. I looked up at the clock and saw that it was 7:00 am, but I was confused. My watch said 1:00 am. I had to think hard about why there was such a difference in time. Had I accidentally changed the hotel clock when I couldn't figure out how to set the alarm? No, I was in Birmingham, England, for Monster Jam.

This last week has been difficult; I had been holed up in this hotel with no understanding of the local area and was beginning to get restless. But things were about to change. My solitude would soon be replaced by the chaotic laughter of 31 Monster Jam team members that I'd be picking up from the airport.

Predicting how the day would play out would end up a daunting task, as all 31 people were on four different airlines located in two separate terminals. The mere thought of securing all of these people safely gave me a headache. I got dressed, got directions from the receptionist, and began to make my way to the airport. I wasn't very practiced at driving a manual transmission rental van. And if my lack of experience in driving a manual transmission rental van wasn't enough, I certainly was in no way prepared to deal with driving it on the opposite side of the road. In England, everything is opposite, not just the position of the steering wheel or which hand one uses to shift gears. In the US, we are used to looking left first before crossing intersections or pulling out of driveways into traffic. Here they look right first. Right-of-way turns are also opposite, as well as which side it is legal to park on.

But no matter where one finds oneself, producing live events always yields the same situations. For example, after picking up the Monster Jam Team, my lack of planning reared its ugly head. Chad Fortune (who drives the Superman™ monster truck) began razzing me about the fact that after my sixth wrong turn, we had successfully traveled the same two kilometer stretch of ground we had been on for nearly two hours. It was at that point that I decided to stop off and ask directions at a local petrol station. And, just like in the States, the attendant fired off directions at mach speed, expecting me to know exactly where he was talking about while implying that our destination was not so difficult to find. And, as in the States, I found myself nodding intently, all too embarrassed to admit that I needed him to repeat it "one more time."

Once at the hotel, a mere four hours behind schedule, our next task was to find somewhere to eat. Wanting to experience local culture to its fullest, I decided to make for a quaint English pub, where I was sure to enjoy a sampling of fish and chips. The rest of the team, jet-lagged and unsure whether this meal would be breakfast or dinner, bypassed the quaint little pub and headed for an all-too familiar site—the Golden Arches. They said the fries tasted different, and so did the Quarter Pounder with Cheese, and that this McDonald's featured a multitude of crisp salad selections and burgers that



Clockwise from top left: European fans line up for a chance to see these Monster machines up close for the first time; This guy looked as confused as we were trying to interpret even the most simple show signage; With a huge video screen in front of him, Grave Digger could almost judge his own freestyle performance mid-flight.

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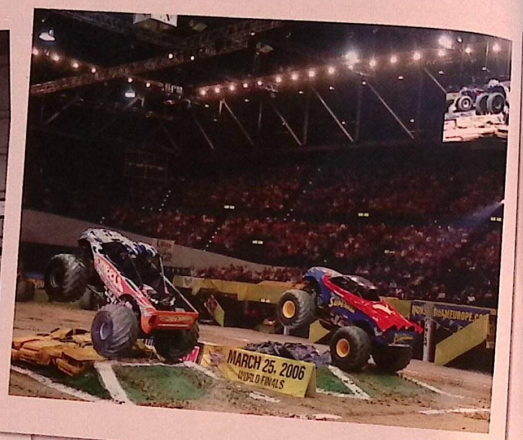
contained mayonnaise rather than ketchup. Never a group who would turn down the opportunity for a meal, we made due and with full bellies, fell asleep on "double beds" that were just wide enough to accommodate the width of a greyhound dog.

In the morning, we all piled into vans that were closer in size to Mazda's RX7s and made our way to the venue. All 31 drivers, crewmembers, event staff and event managers were thankful to be out of the stuffy vans, even after only a twelve-minute ride. Although still tired, the crews were ready to unload and ripped into the six sea containers that contained the monster trucks and the entire tour's supplies. Our enthusiasm ran out quickly, as we realized that unloading the six team's trucks would not be possible because of the gross lack of space in the pit area. We quickly came up with a plan to bring the containers inside the building and formulated an unloading schedule to coincide with the rigging that was going up inside the arena. Just like in any arena in the States, safety rules prohibit us from working under or around any overhead rigging. The other problem with our plan was that to move the containers, we needed to bring in a tractor-trailer. The result was a pit area full of six 42' sea containers sitting on rented chassis that couldn't be moved without a phone call to a local trucking company and hours of waiting. Finally, by 8:00 pm we had all the trucks and tools unloaded and organized. We could arrive early the next morning and begin setting up for the show.

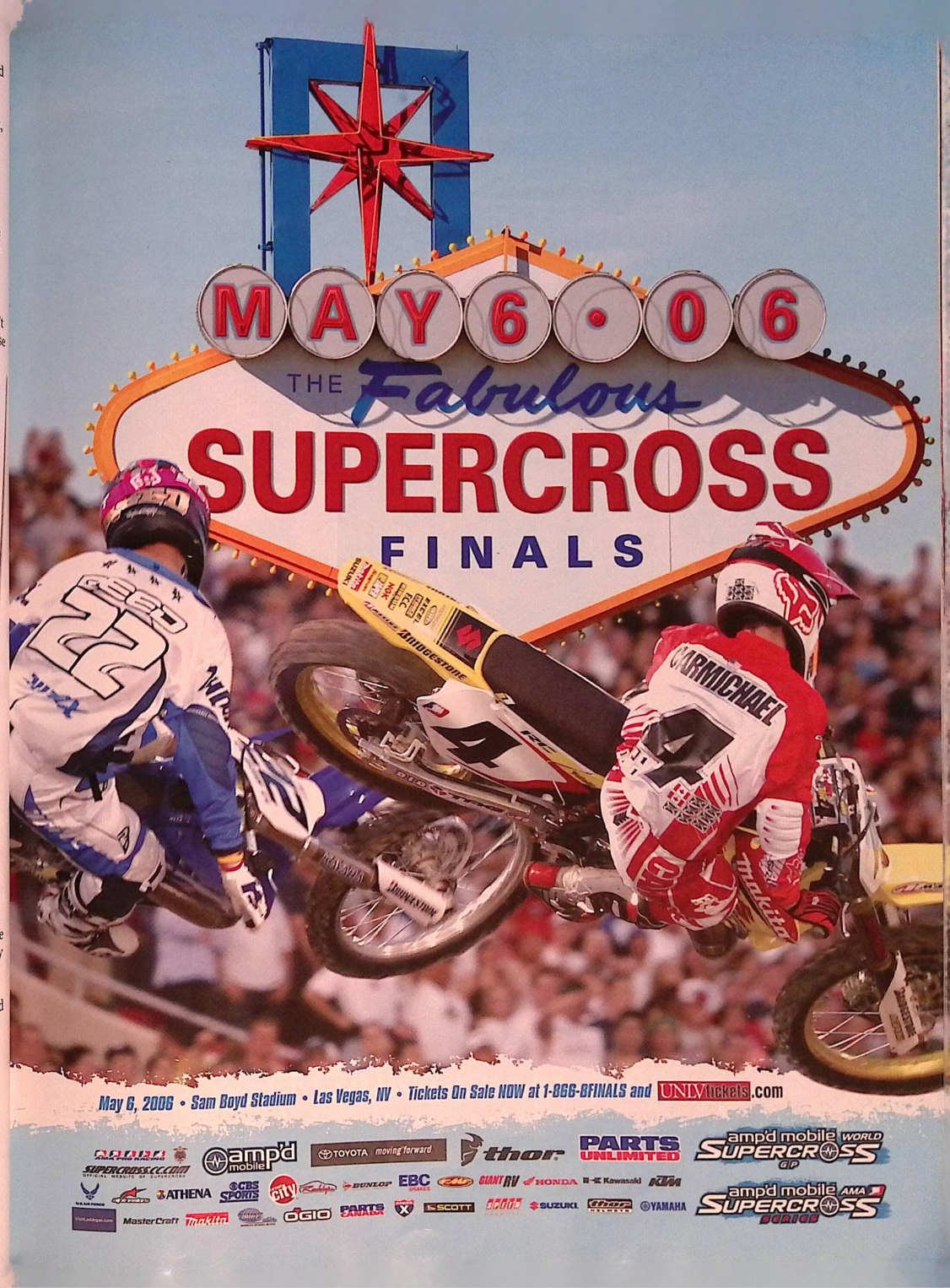
For my part, most of the next day was spent conducting meetings to familiarize the tech officials, drivers, crew members, and other event related officials on the differences between doing business in Europe and in the United States. Not only are there social and cultural differences we as guests need to become familiar with, there are logistical differences that need to be taken into consideration to be efficient. For example, while I was in my meetings, the Tech Officials were out on the floor, busy trying to find new ways to make things work. One seemingly small hindrance (that ended up being a large obstacle to overcome) was the issue of power. Not only are the electrical outlets and plugs different, but also, our equipment must be rated to work on a higher level of power. If it's not (as in announcer Joe Lowe's case, where his computer exploded when he neglected to read the warning label regarding to power), we must get a power converter that will accept the power from the building and change it to work with our American products. That sounds easy enough, but when you run as much electrical equipment as we do, you run the risk of blowing fuses or hurting the equipment itself. Suddenly, formerly easy tasks, like hanging racing lights, became difficult and time consuming. At the same time, we found that charging and maintaining battery-operated power tools was difficult, and this put us further behind schedule. We ended up spending more time addressing problems and determining solutions than actually doing the work.

As I walked out to survey our progress, I was surprised to learn that the monster trucks still looked much lower to the ground than they should. I discussed our progress with R.L., the crew chief for Madusa and the Superman™ monster truck. He explained to me that we couldn't find a fitting to match up between our hose and the European-bought nitrogen bottle needed to fill up the shocks on the trucks. This is important because if R.L. is even a little off when he is regulating the pressure of the gas shocks, we run the risk seriously limiting the quality of the trucks' performances. Once again, after a few people put their heads together, we figured out a way to combine US built gauges and European bought nitrogen bottles. Our problem solving didn't end there. At the same time Bryan Richison, one of the event staff members I depended on heavily, explained to me that our fuel carrier had backed out. In Europe, we are not allowed to transport fuel between countries, as there are many regulations prohibiting the transportation of hazardous and flammable material. So,



Madusa and Monster Mutt wait to be unloaded from the sea containers in which they made the trip across the pond.

American icons like Hot Wheels and Superman™ are fans favorites in Europe.



unlike in the United States, we must find fuel in every country and city we perform in. Without fuel, there is no event, so Bryan and I worked daily on solving this problem. The same is true for oil, top lube and other lubricants and fluids necessary to make a monster truck work.

With the event pretty well set up and most of our monster truck issues resolved, I was free to journey up to the concourse to check on the other half of our production — the fan experience. In particular, I wanted to check out the pit party. Pit parties are a very new and unusual concept to the European fan.

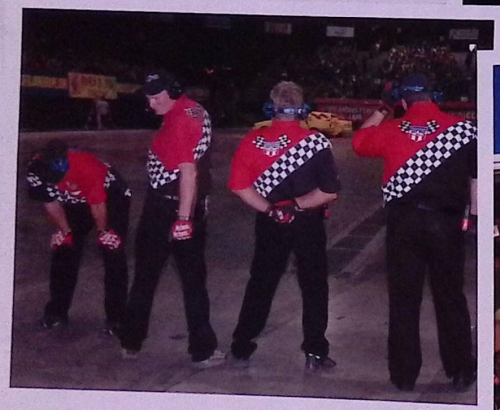
played a little music and showed the people of Birmingham a night of top-level entertainment. We just held a Monster Jam 4,000 miles away from home.

So what does it take to put on a Monster Jam in Europe? I think when I first sat down in Birmingham to write this, I wouldn't have been able to be completely accurate. However, back in Chicago 9 weeks, 8 countries, 10 different languages

whom may never see the finished product, working tirelessly as well, all of us charged with implementing a dream started over thirty years ago.

By the end of the tour, all of our hard work had manifested itself into one of the most simple and beautiful things I know: the bright smile of a young child who has just seen their first Monster Jam. Walking through the concourse after each event, I saw what seemed like thousands of proud

Everyone from the monster truck drivers to the Tech Officials gave everything they had to give the new European Monster Jam fans the experience of a lifetime

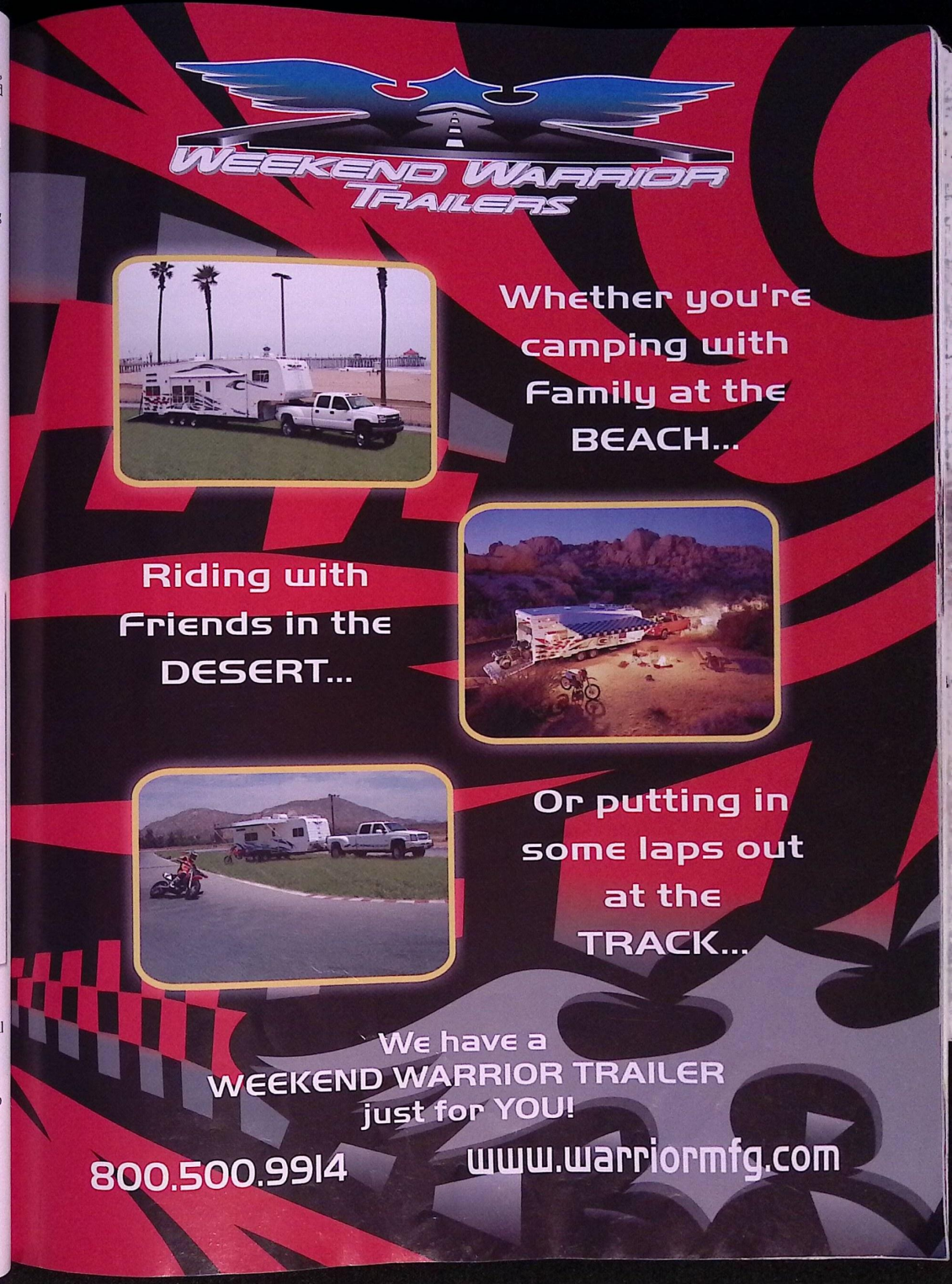


Nowhere does a patron enjoy as much access to talent and performers as they do at a Monster Jam. The result was a high level of enthusiasm on the part of the European fan. They couldn't wait to get next to the trucks, see the tires, take pictures and chat with the drivers. It's our responsibility to make sure that their experience was as timely as it was enjoyable.

After all of the meetings have been had, all of the operational requirements fulfilled, all the equipment tested and the trucks "teched," we opened up the doors,

and 5 currencies later, I have finally come to my conclusion. The answer is simple. It takes people. It takes passionate, dedicated, hardworking people. It takes initiative, proactive thought, and creativity. If we didn't have the type of pure teamwork that we enjoyed on this tour, we wouldn't have been able to get a truck onto the floor or open a door to the concourse. It's not just the 31 people each week that have chosen to help us break new ground. It's countless people back home, some of

parents who had just made their child's year by taking them to our show. Seeing all those kids dressed in Grave Digger shirts, wearing Madusa hats, and carrying Monster Mutt pennants, I remembered why I do this for a living. I thought back to my complaints and my petty frustrations and I couldn't help but laugh. I know I am not curing cancer or instituting world peace; I simply help people have fun. I don't have a difficult job; I have a great job.



These Up-and-Comers are Blasting Their Way Through the USHRA

Young Guns

By Sue Attic and Angie Richson

One of the most exciting things about sports is identifying new talent—up-and-comers who have the potential for greatness. The same is true in Monster Jam. There are several young drivers behind the wheel that are sure to be future champions. You may have seen them perform, read about them online, or even had a chance to meet one of these "young guns" of the U.S. Hot Rod Association at a pit party or autograph session. We asked Adam Anderson, Nathan Weenk, Scott Poirer, Chad Tingler, Alex Blackwell, Aaron and Daron Basl, and Frank Krmel what made them want to drive a monster truck, how they got behind the wheel, and what some of their favorite moments from their experiences so far have been.

Adam Anderson

Adam, son of Dennis Anderson, was born into the sport. As a child, he spent many long days on the road watching his father compete. Adam was exposed to many other drivers at a young age, but still looks up to his dad as his role model in the sport. He says that without his dad, he would not have had a chance to even be part of the sport today.

After many years of watching his dad make racing and freestyle look easy, Adam says the hardest thing to overcome is that once you're strapped into the truck, you can barely move your head. This makes visibility worse than he imagined it would be. However, after many hours of practice, Adam has emerged on the monster truck scene as one of the most laid back guys in the pits, but a true competitor when he gets to the line.

After a year behind the wheel of Vette King, Adam has landed the opportunity to drive the new Warner Brothers Tazmanian Devil truck. Look for Adam to stir up the dirt with tornado donuts that leave the competition in the dust.

Alex Blackwell

The 66" monster truck tires generally are taller than most of the fans at the pit party; however, they tower over this driver too. Alex is one of the smallest drivers on the circuit, but he doesn't let that get in the way of his ability to handle a 10,000 lb. machine. As he says, "The hardest thing for me to do is to wash the roof of the truck."

Alex started his career eleven years ago running a local monster truck show in the summer. He grew to love the sport, which lead him to become a crew member for Andy Slifko's Eradicator team. After hundreds of hours working on trucks, Alex found an opportunity with Randy Brown Motor Sports to drive the Teenage Mutant Ninja Turtle truck. A kid at heart, Alex was ecstatic to have the chance to drive a truck that was a favorite of many kids.

Being a teammate of Randy Brown means that every week he is going to race against him in Grave Digger. Alex's goal is to put on a great freestyle that will match Grave Digger's score. However, the catch is that he hopes to do it without tearing up too many parts and still being able to drive it into the hauler at the end of the night. Believe it or not, one of Alex's favorite aspects about the sport is getting the chance to drive the semi-hauler from event to event.

From left: Scott Poirir, Alex Blackwell, Aaron Basl, Daron Basl, Frank Krmel, Chad Tingler, Adam Anderson & Nathan Weenk

Frank Kamel

Frank's career in monster trucks started over twenty years ago while watching the legends in the sport race at the Pontiac Silverdome Monster Jam as a child. He had a dream to one day be a monster truck driver.

Wanting to learn everything about the trucks, he worked with Jim Koehler on the Avenger Racing team as a crew member for five years. That hard work paid off when Jim was unable to drive at the RCA Dome in Indianapolis and Frank was given the chance to drive Avenger. From there he worked his way into a drivers seat any chance he was given. While Jocelyn Perrin was expecting a baby, he drove the original Lil Miss Dangerous monster truck (given the name Willy Bad while Frank was behind the wheel).

In 2003, Frank began full time behind the wheel of Pure Adrenalin with the Randy Brown Motor Sports team. Since then, Frank has driven the Demolition Man truck and landed the chance to drive for Karl Malone's race team behind the wheel of Power Forward. His most memorable moment in a truck to date was getting the chance to drive Power Forward in the 2005 World Finals. "Getting the chance to compete with Jim Koehler, Chris Bergeron, and the best drivers in the business—it was amazing!" he said.

Starting out as a fan keeps Frank in perspective at every race. "I enjoy the act of driving the truck, and knowing what I love to do is making other people happy. I know what it's like being a fan in the stands, and that's what motivates me to run the best I can every time. My goal is to win races, be up front in freestyle, but most of all, a win in my home state of Michigan would be great!"

The best advice that Frank has for kids sitting in the stands today that are dreaming of being a monster truck driver is: "You can do it! Just keep working towards it, and race whatever you can as young as you can to get racing experience, but only race on the track, not the street!"

Be sure to watch for Frank behind the wheel this year in the new Del Taco sponsored truck, Del Scorcho!

Aaron Basl

With his twin brother Daron, Aaron started his motor sports career at truck pulling events with their dad. He always thought bigger would be better which, fueled his passion for monster trucks. "There is no other motor sports competition where I can fly through the air in a 10,000 pound machine and keep going. You wouldn't do that with a Nascar, would you?"

Aaron also credits Jimmy Creten for giving him the chance to be part of the crew for Bounty Hunter and drive part-time on the team. Today, he drives the Black Smith truck and is teammates with Pablo Huffaker, driver of Grave Digger.

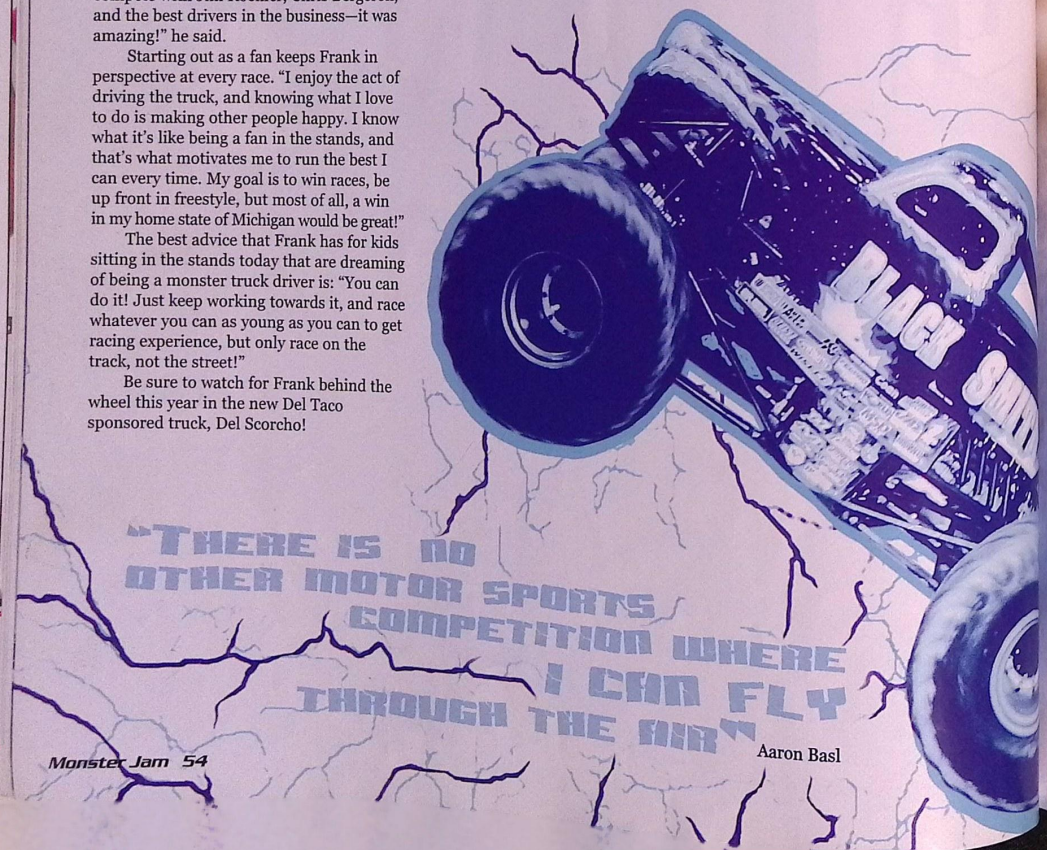
The one thing that sets him aside from all the other competitors in the sport—his twin brother drives El Matador. There are days that he comes to the line against his twin!

Daron Basl

Growing up behind the scenes at truck pulling events where their dad raced, Daron and twin brother Aaron migrated towards monster trucks as their passion. For years, they hung out in the pits asking questions and helping out anyway they could.

In his hometown in Oregon, Daron would help out Jimmy Creten at local monster truck events. This experience is what later led Jimmy Creten to give him a chance to be a crew member for the Bounty Hunter team and drive the Iron Outlaw truck. While behind the wheel of Iron Outlaw, Daron caught the eye of David Smith of Flame Motor Sports. David offered him the chance to drive the El Matador monster truck, the truck that he pilots today.

The hardest part of the sport to Daron isn't driving a monster truck, it is keeping the truck mechanically together. He credits his dad with teaching him to do body work, which is useful when a truck rolls over. The biggest advice that he would give young kids today is to master their mechanical skills, learn about how engines work, get a CDL, and have a lot of fun!



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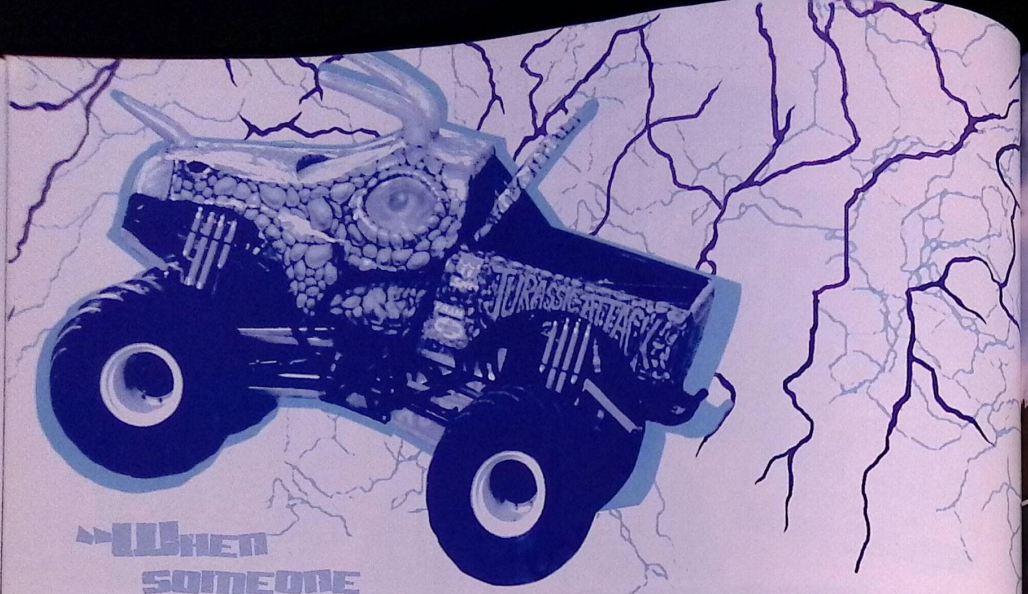


"When someone offers you a job to drive one of their monster trucks, you know that opportunity won't show up again." Nathan Weenk

Scott Poirier

Unlike a lot of drivers that are new to professional racing, Scott did not have a racing background. He was, instead, a fan of the sport and began working with the U.S. Hot Rod Association as a technical official at events. After five years of building tracks, maintaining USHRA safety standards, and studying monster trucks each weekend, Scott found a chance to further his passion for the sport.

Dan and Gilda Galvis, owners of American Guardian, were looking to add a new truck to their fleet. They invited Scott along to an event to help drive one of their ride trucks. From there Scott was hooked. Rick Raab, driver of American Guardian, tested Scott behind the wheel, which lead to the Galvis' offering him the chance to drive Anger Management for them.

Scott attributes his smooth transition from tech official to driver to watching how drivers maneuvered their trucks on the tracks that he helped create. He also has studied teammate Rick Raab's every move in American Guardian in his quest to be successful behind the wheel.

One moment that Scott says he'll never forget was in June of '05—his first race—where he came in as the fastest loser. That brought him to the line against the world's most feared monster truck, Grave Digger. Scott was not scared of the competition and defeated Grave Digger by two feet at the finish line.

Racing is his favorite aspect of the sport because it's just him, the truck, the light, and the track—all things that he has total control over. However, the one thing that Scott has learned in his short time racing is that "brakes don't work in the air."

Chad Tingler

A crew chief for three years with Randy Brown Motor Sports, Chad learned the importance of maintenance and the demands of the sport first hand. He was ready to go from behind the scenes in the pits and wanted the chance to drive a monster truck. He credits Randy Brown for giving him the opportunity to get behind the wheel.

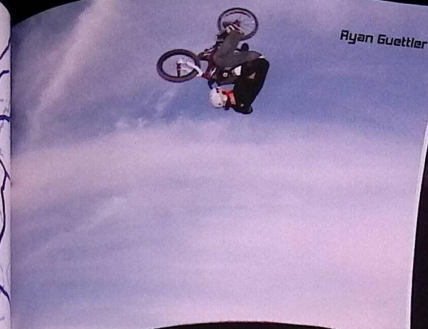
Today, Chad drives for the 1-800-Safe Auto Minimizer Monster Truck team. He chose monster trucks because of the fan interaction and says that his favorite aspect of the sport is seeing all the smiling kids at the pit parties. That's what drives his passion behind the wheel. The best advice he has for kids that want to be part of this sport is to stay in school and get any kind of mechanical background they can.

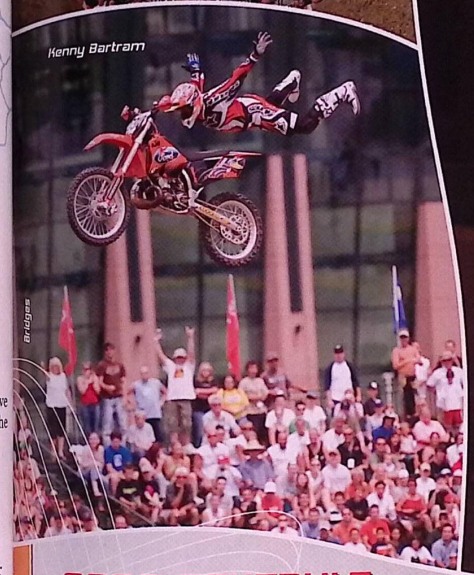
Nathan Weenk

As the youngest of three boys, Nathan watched his older brothers with total admiration. Both of his older brothers, Kevin and Lindsey Weenk, drove Jurassic Attack, and Nathan waited for the day he might get a chance behind the wheel. That chance came when Kevin wanted to stay home with his family and Lindsey left the Jurassic Attack team to join Jimmy Creten's 2 Extreme Racing team.

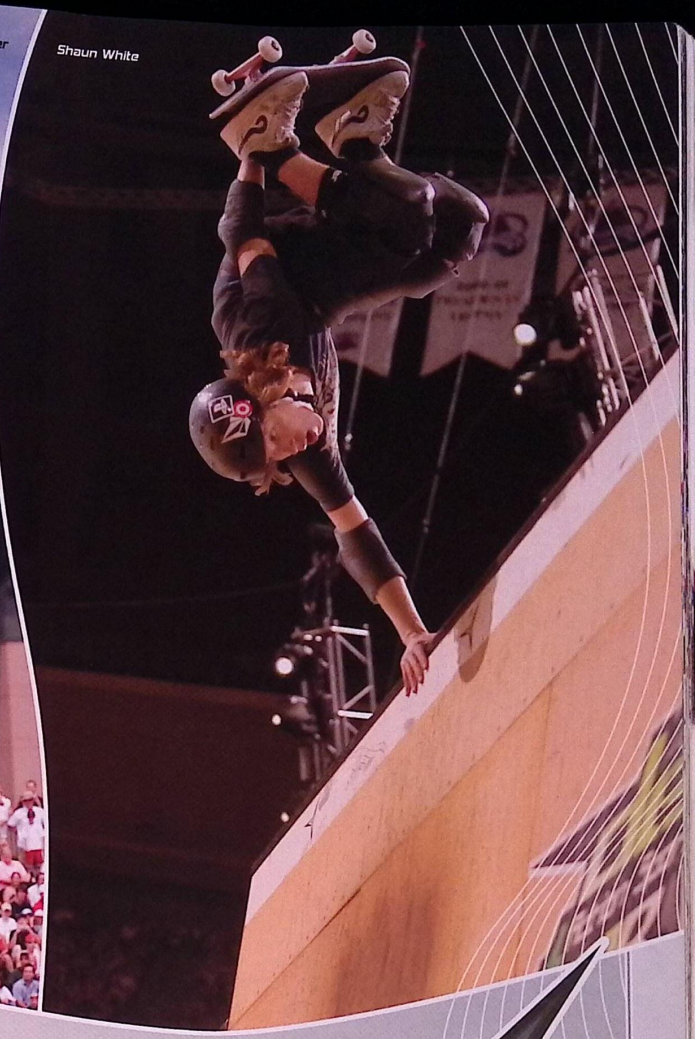
Nathan was a natural fit to take over for his older brothers. His passion for racing began with stock cars when he was just six years old. As he put it, "Racing door to door and bumper to bumper at high speeds in a stock car is a huge thrill, but when someone offers you a job to drive one of their monster trucks, you know that opportunity won't show up again." For that chance, he thanks Jurassic Attack owner, Don Frankish.

His background in stock car racing must have given him great experience, because with only limited seat time behind the wheel of a monster truck before his first event, Nathan stormed onto the scene at Angel Stadium in front of a sold-out crowd. From that point, he never looked back and was shocked to be nominated for the 2005 Rookie of the year at the Awards Banquet in Las Vegas.


Ryan Guettler


Kenny Bartram

Bridges


Shaun White

2006 SCHEDULE

Panasonic OPEN — Louisville: June 22-25
RIGHT GUARD OPEN — Denver: July 13-16
VANS INVITATIONAL — Portland: Aug. 17-20
TOYOTA CHALLENGE — San Jose: Sept. 7-10
PLAYSTATION PRO — Orlando: Oct. 12-15

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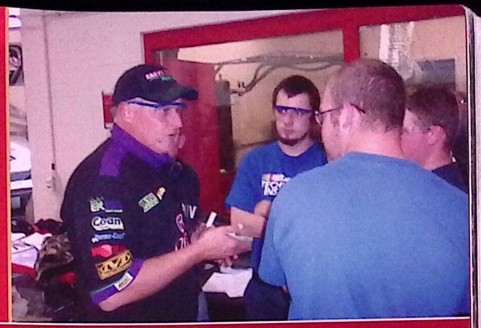

Do you have what it takes?

YOU have an opportunity to win a $20,000 scholarship to any Universal Technical Institute (UTI) location across the country. Dennis Anderson and the United States Hot Rod Association (USHRA) have teamed up with UTI to offer this MONSTER opportunity. Dennis Anderson, Grave Digger driver and creator, will select and announce the winner at the Monster Jam World Finals in Las Vegas on March 25, 2006.

UTI is unmatched in its alliances with top automotive manufacturers, which has allowed it to surge to the forefront in the field of automotive training. Their eight nationwide campuses are supported and equipped by many of the industry's top manufacturers. Programs at UTI prepare their students to step directly into the workforce with the skills and knowledge they need to help them succeed.

Immediately after the inception of the Grave Digger Scholarship, Dennis Anderson traveled from his home in Kill Devil Hills, NC to the nearest UTI campus. The Mooresville, NC campus is just outside of Charlotte and is home to their NASCAR Technical Institute program. The school is the only one of its kind that combines automotive and NASCAR technologies training in one program using a NASCAR-approved curriculum. Dennis was blown away by the campus. "It's awesome! I wish I had this kind of technical training when I was their age," said Dennis after the tour. The tour took longer than expected as Dennis stopped and tinkered with the equipment made accessible to the students. Large blocks, shocks, and "tranny" materials filled the classrooms, and Dennis could not help but get his hands on them. Anderson also took time to step into the dyno rooms as students put the engines they built to the test.

The relationship between UTI and the USHRA has grown tremendously and the union makes perfect sense. As Monster Jam grows, the need for skilled crewmen to keep these trucks running is high, and UTI provides these skills. Dennis Anderson, Gary Porter, Rob Schmidt, and Chad Fortune all visited campuses in 2005 as part of UTI's Monster Jam Open House event. Prior to Monster Jam events in campus areas, the schools put on open houses with displays from well-known industry partners such as the USHRA and NASCAR. The drivers fielded questions from potential and current students, and even the instructors picked the brains of some of the best drivers in the business.

How do I apply for this scholarship? You must create a two-minute long video demonstrating "Why Dennis Anderson should choose me for the Grave Digger Scholarship at UTI." And remember to be creative! Show work that you have done on your own cars, special projects that you've done, or how determined you are to get into the automotive industry. Be sure to fill out the written application found on www.UTI.edu. You just may be the winner that Dennis Anderson will announce at the Monster Jam World Finals on March 25, 2006! Do you have what it takes?

Riding High with Thunder Nationals Champ Mike Vaters

By Jennifer Nooly

The "Godfather of Thunder Nationals." Mike Vaters (owner and driver of Black Stallion) believes it was announcer Scott Douglass who gave him this nickname a few years ago, and he has certainly lived up to it. Five Thunder Nationals Championships, four trips to the Monster Jam World Finals, and a twenty-year career under his belt, Mike Vaters and Black Stallion have proven that they can get it done just about anywhere, anytime.

It all started in 1981, when Vaters built his first Black Stallion truck. It had originally been a street truck, but it wasn't street legal. Built high off the ground, it violated local bumper-height laws. "The cops told me I either had to lower it or take it off the street. We didn't lower it, we took it off the street!" He began building it up; a year later, Black Stallion was a monster truck.

He began competing shortly afterwards and has seen the progression of the sport almost from day one. "Early trucks really didn't have to perform like they're expected to now—we'd just come out and run over a couple cars. If I showed up with an old school truck today, I'd get booed out of the stadium."

But making those early trucks perform better was one of the challenges faced by the early drivers. "When monster trucks first developed, they were big... but everything didn't work as well as they do now. And all the monster truck drivers that ... went through the old school...we got the heck beat out of us."

But that era ushered in the mechanical changes (like better shocks and suspensions) that have made the sport what it is today. "From the old school to the new school, as we've built the four-link trucks and put in better shocks, and as promoters have put bigger challenges in front of [us], we've had to make adjustments—like we had to make a better spindle to keep from breaking wheels off. You just gotta keep making the old anvil tougher."

It's something he's done continually over the years with great success. Vaters is a four time World Finalist, this year tying for third in freestyle. And even for this veteran, that was a significant accomplishment given the tricky track conditions presented by the rain.

But whether it be mud, dirt, sand, snow, asphalt or concrete, one gets the feeling that Vaters can handle his truck on all terrains. Competing equally well on both dirt tracks and cement floors, Vaters appreciates the special challenges the Thunder Nationals arenas present. "On concrete we actually have no dirt ramps, we just have cars sitting out there ... [it's] an easy three foot wall you gotta hit and there's no ramp to start the truck up, you have to actually slam the side of the car."

"Plus, the landing on concrete... through the tires, through the suspension, through the seat, you feel that more than landing on dirt. It puts a whole different stress on the truck."

Vaters says that the trick to hitting the car wall just right is to "read the car." "When you're lining up to race ... you got to find your rut because that truck wants to leave straight and you got a problem with one side of the car being smashed and the other side of the car being high—so you gotta read your car, you gotta find your rut."

But experience plays a role as well. "You gotta remember a lot of the veteran drivers—I guess I can't say a lot anymore—but some of the drivers who started with this, we'd never even heard [of running on dirt ramps]—we were like 'Why are they putting dirt in front of the cars?' I got my education running over cars with no dirt. So Thunder Nationals, as far as how we perform on the cars with no dirt, that's how we started!"

And now, a champion and a World Finalist with four trucks

in his stable, he credits his longevity in the sport to being able to do his own repairs on the truck. But anyone who is a fan might also suggest that his creativity is what always keeps him in the game. A renowned freestyler, he says his favorite move is the "Saturday Night Special"—a reverse wheelie into a reverse jump over cars. And the funny thing about that is, as he says, "No matter how hard I try, my truck will get higher over cars in reverse than it will forward!"

"I often feel I'm the Lee Petty of monster trucks"

In fact, Vaters was the first person ever to jump a monster truck in reverse. "It's not a world record that's documented, but I know it's a world record, 69 feet and 11 inches."

But it's that creativity, that adventurous spirit, that type of showmanship that keeps Vaters in the upper echelon of drivers year after year. "We got to figure out how to keep the people entertained. If it takes rolling your truck over when you don't want to... I'm gonna take that gamble with freestyle to win."

And he'll do it because he knows that the people want bigger and better; he knows that monster truck fans want to see the destruction—THAT is where the success of the sport lies. "When you look at Las Vegas and your stuff is scattered all over the place and you got a wheel here and a wheel there and [the fans] are on such an adrenaline high, they are just going nuts, and you're selling out every year, that just goes to show. We give them racing, we give them crashes, we're the perfect recipe for entertainment."

Vaters sees the future of the sport relying more on sponsorships. "I'm open to getting corporate America to start looking at monster trucks—to be able to get more money in the sport so you can hire the right team to be able to keep the equipment under you."

Knowing in his heart that monster trucks are good marketing tools, he compares them in the sponsorship arena to another popular motor sport—NASCAR. "I often feel I'm the Lee Petty of monster trucks (Richard Petty's dad)—I started at the grassroots of this thing. I mean big old dumptruck springs, heavy axles, blue jeans and T-shirts, climbing over cars—corporate America doesn't want to sponsor that. We're professional now, we're a different sport. NASCAR [has] been around for so many years that corporate America finally latched onto them and used them as a marketing tool. I feel we're next. Hopefully, my old bones will be around to do it!"

As Vaters turns 41 this year, it's easy to guess that the old bones, and heart, of this champion will be around for some time to come.

Black Stallion didn't always look the way you see it today. Below is a paint scheme Vaters ran to celebrate the millenium.

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TONY MENDES
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Dec 30-31	Minneapolis, MN	Feb 12	Phoenix, AZ	April 21-22	Chicago, IL
Jan 6-8	Worcester, MA	Feb 17-18	Portland, OR	April 28-29	Nampa, ID
Jan 13-14	Charleston, SC	Feb 24-26	St. Louis, MO	June 24-25	Dallas, TX
Jan 20	Fresno, CA	March 10-11	Kansas City, MO	Sept 1-2	Pueblo, CO
Jan 21-22	Sacramento, CA	March 18-19	Tacoma, WA	Sept 15-16	Greensboro, NC
Jan 27-29	Oklahoma City, OK	March 24-25	Omaha, NE	Sept 22-23	Grand Rapids, MI
Feb 3	Tampa, FL	March 31-April 2	Albuquerque, NM	Sept 30-Oct 1	Laughlin, NV
Feb 4-5	Jacksonville, FL	April 7-9	Billings, MT	Oct 14-15	Columbus, OH

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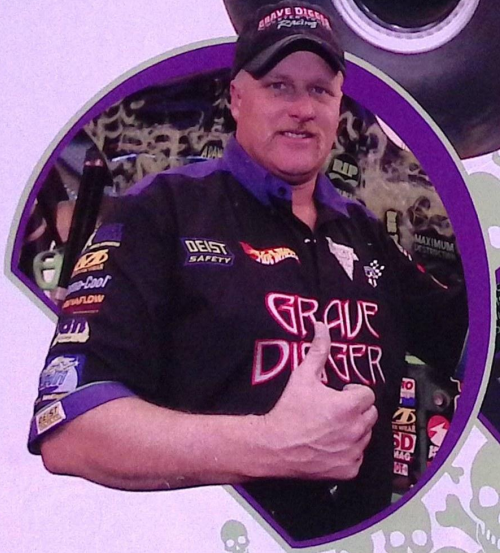
OLN NBC Sports BUILT Ford TOUGH Wrangler JACK DANIEL'S US Smokeless BUD LIGHT LAS VEGAS

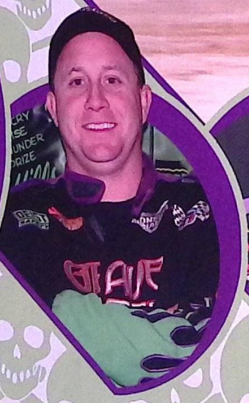
BUILT Ford TOUGH SERIES Powered by Wrangler

GRAVE DIGGER

Body Type: 1950 Chevy Panel Truck

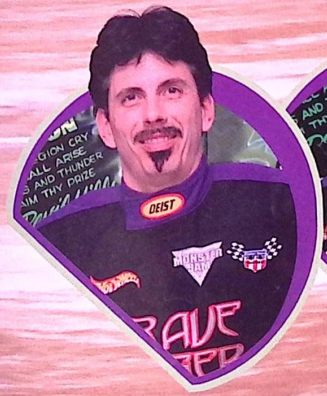


Creator and Driver: Dennis Anderson
Hometown: Kill Devil Hills, NC

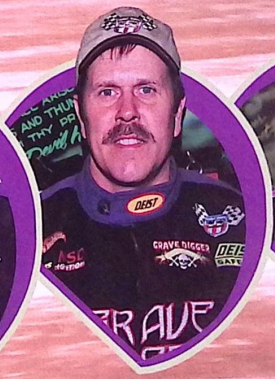


Driver: Randy Brown
Hometown: Camden, NC

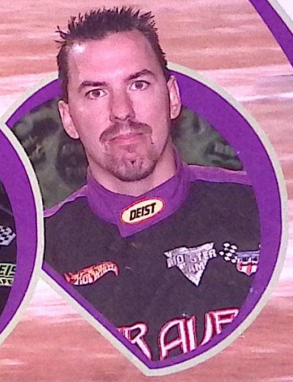
Driver: Pablo Huffaker
Hometown: Tomball, TX



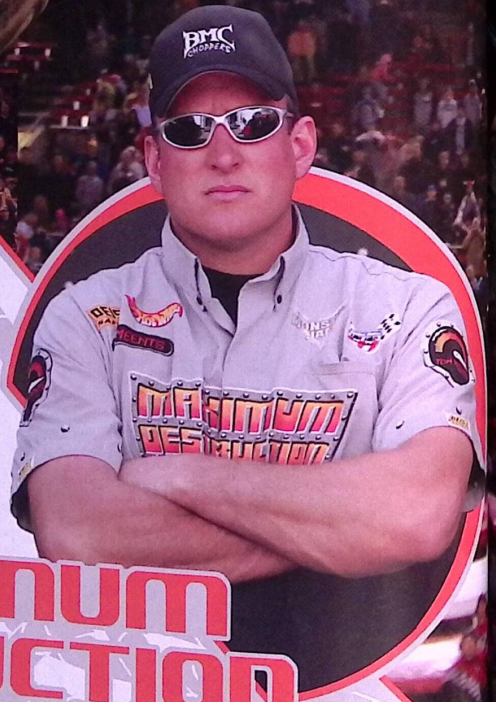
Driver: Charlie Pauken
Hometown: Maumee, Ohio



Driver: Gary Porter
Hometown: Wadesboro, NC



Driver: Rod Schmidt
Hometown: Charles City, IA

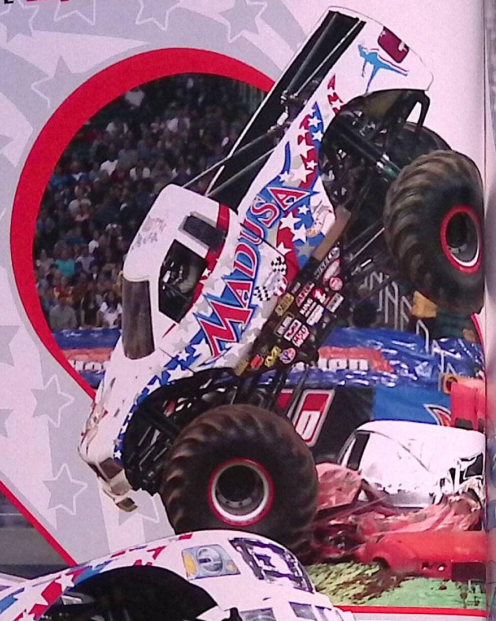


MAXIMUM DESTRUCTION

Drivers: Tom Meents (Left) and Neil Elliot **Hometown:** Paxton, IL **Body Type:** Futuristic SUV

MADUSA

Driver: Madusa **Hometown:** Tampa, FL **Body Type:** 2006 Ford F-150



BOUNTY HUNTER

Driver: Jimmy Creten **Hometown:** Tonganoxie, KS **Body Type:** 2005 Ford Expedition

SUPERMAN

Driver: Chad Fortune **Hometown:** Valparaiso, IN
Body Type: Modified F-150

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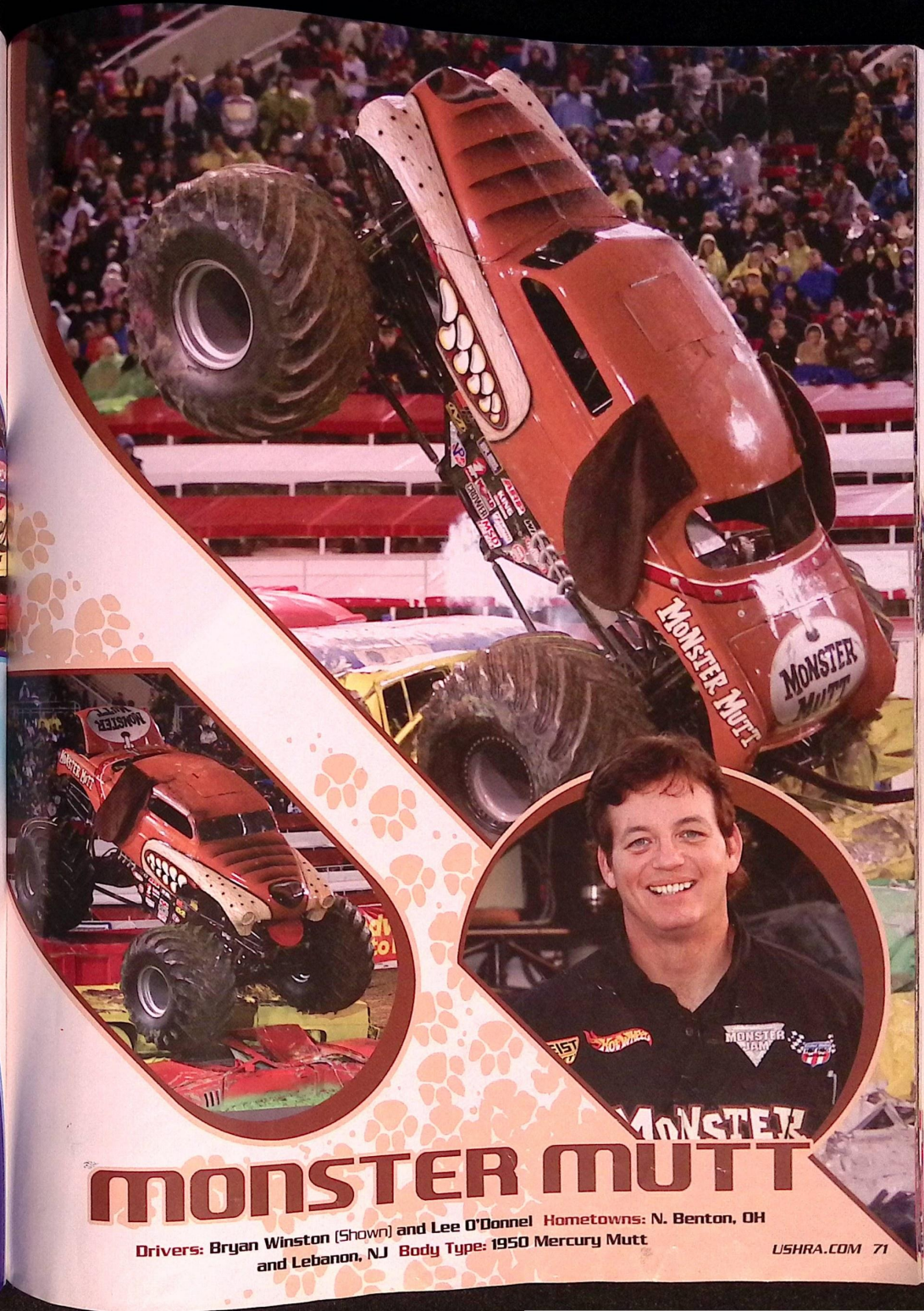
(s06)

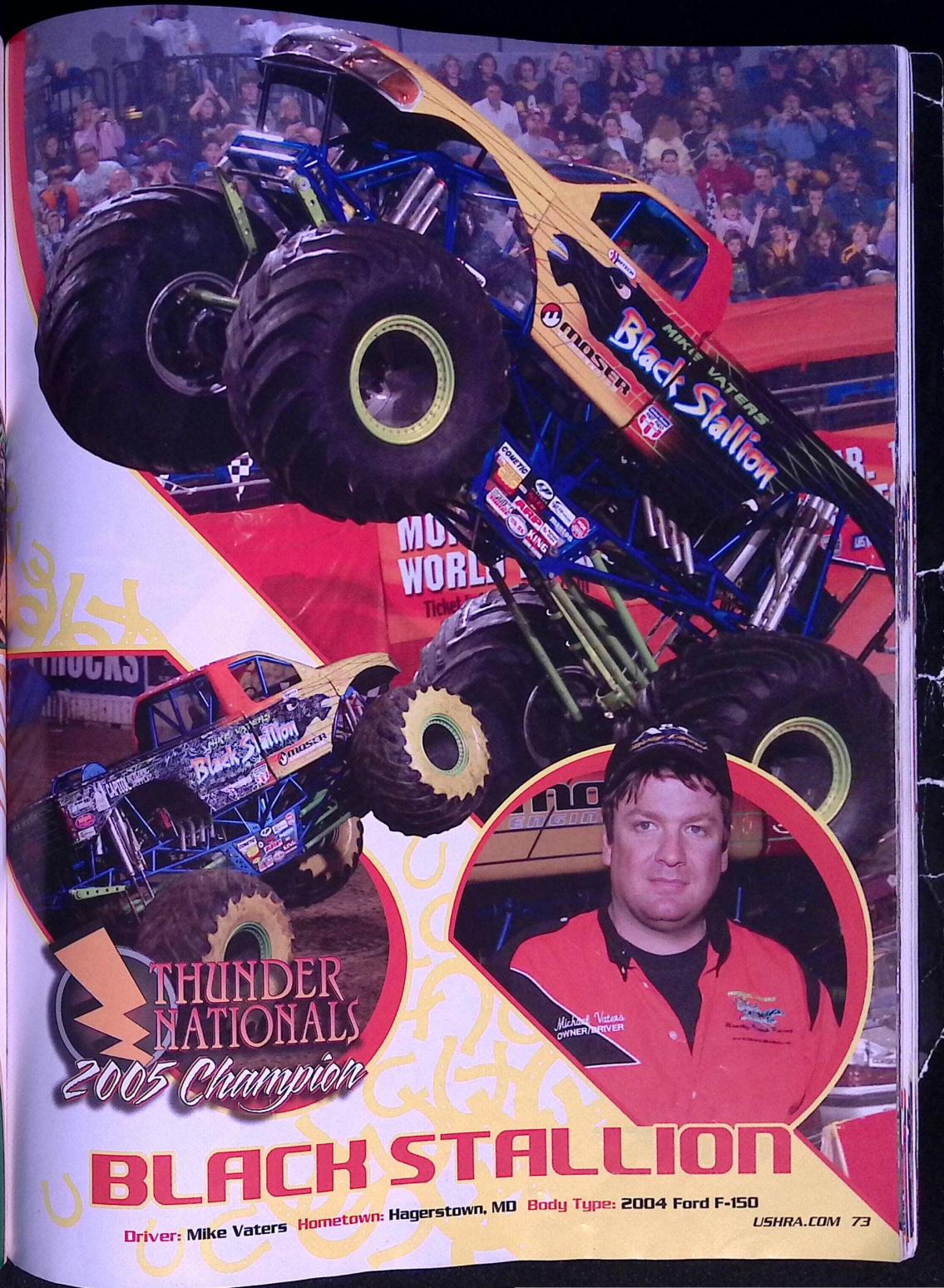


MONSTER MUTT

Drivers: Bryan Winston (Shown) and Lee O'Donnel **Hometowns:** N. Benton, OH and Lebanon, NJ **Body Type:** 1950 Mercury Mutt

AVENGER

Driver: Jim Koehler Hometown: Columbus, MI Body Type: 1957 Chevy Bel-Air

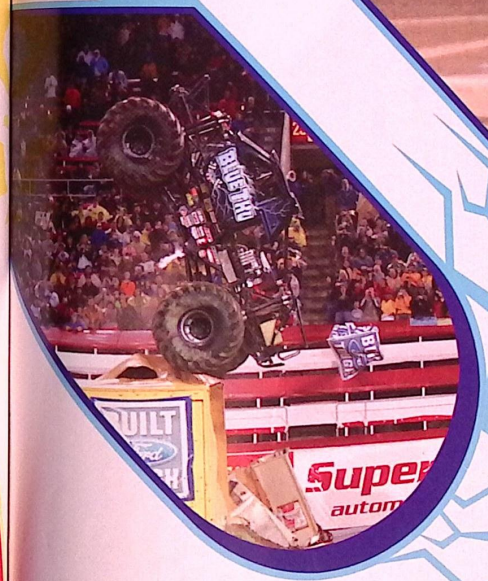


BLACK STALLION

Driver: Mike Vaters Hometown: Hagerstown, MD Body Type: 2004 Ford F-150

BLACKSMITH

Drivers: Aaron Basl and Ryan Huffaker **Hometowns:** Aumsville, OR; College Station, TX **Body Type:** 1941 Willys

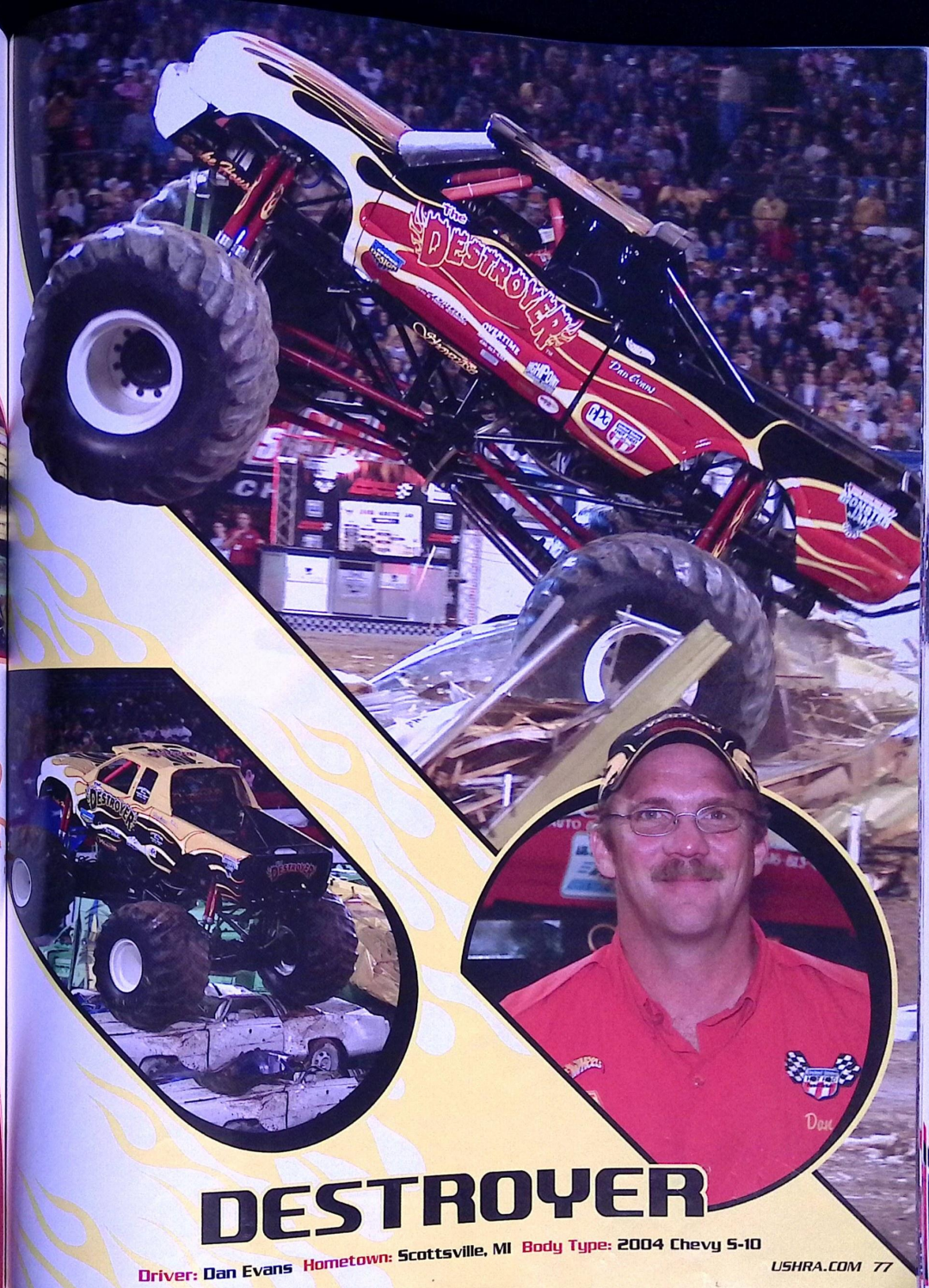


BLUE THUNDER

Drivers: Tony Farrell (Left) and Norm Miller **Hometowns:** North Vernon, IN and Warren, OR **Body Type:** 2006 Ford F-350 Superduty

BRUTUS

Driver: Chris Bergeron **Hometown:** Columbus, MI **Body Type:** Canine



DESTROYER

Driver: Dan Evans **Hometown:** Scottsville, MI **Body Type:** 2004 Chevy S-10

EL TORO LOCO

Driver: Lupe Soza **Hometown:** Banquete, TX **Body Type:** 2004 Custom Bull

Driver: George Balhan **Hometown:** Minooka, IL **Body Type:** 2006 Cadillac Escalade

GUN SLINGER

Driver: Scott Hartsock **Hometown:** Bushnell, FL **Body Type:** 2002 Ford F-150

HOT WHEELS

Driver: Rob Knell **Hometown:** Paxton, IL **Body Type:** 2005 Ford Superduty

KING KRUNCH

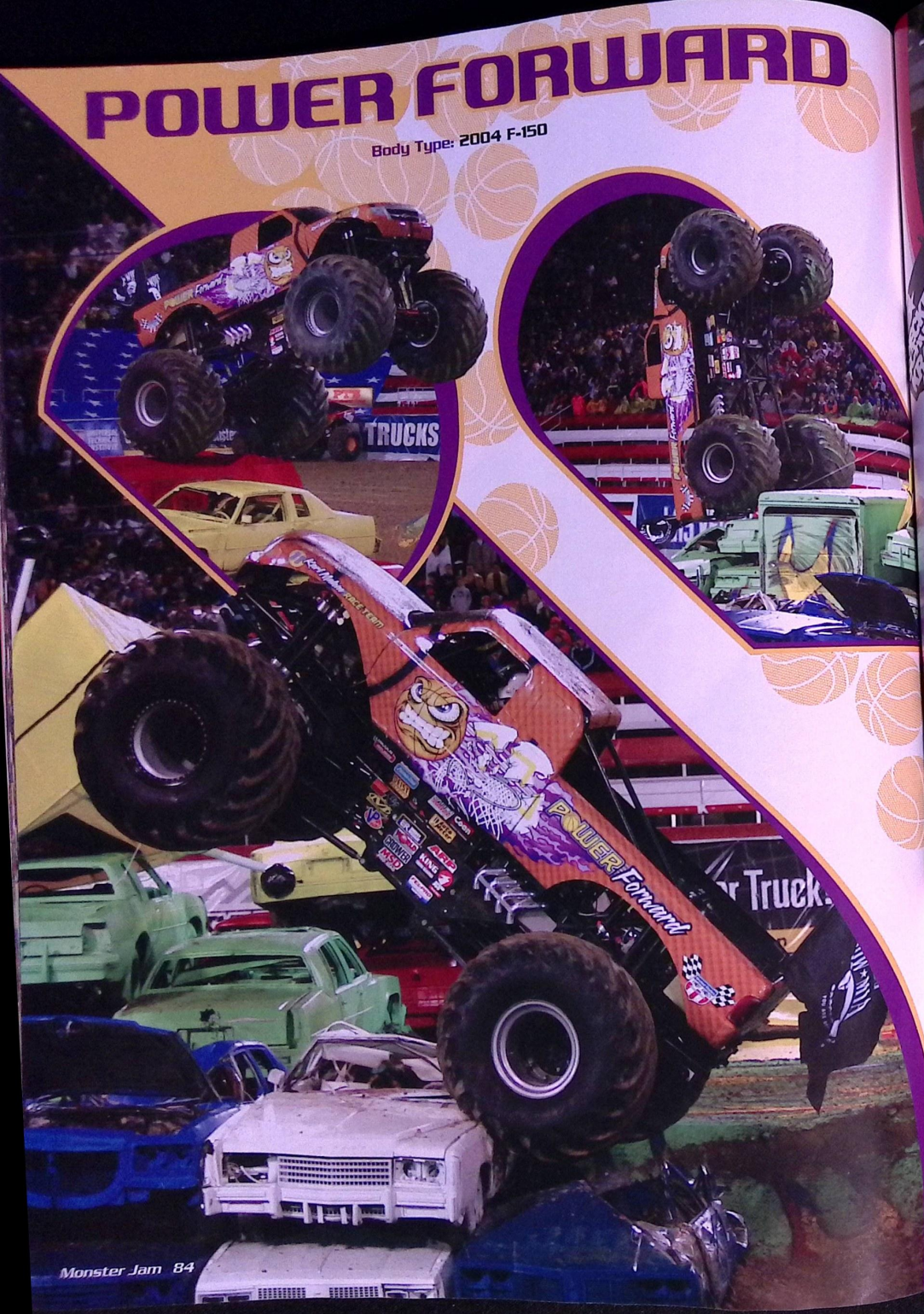
Driver: David Smith **Hometown:** Spring, TX **Body Type:** 2003 Chevy Silverado

PASTRANA 199

Driver: Courtney Jolly **Hometown:** Naples, FL **Body Type:** 2005 Ford Superduty

POWER FORWARD

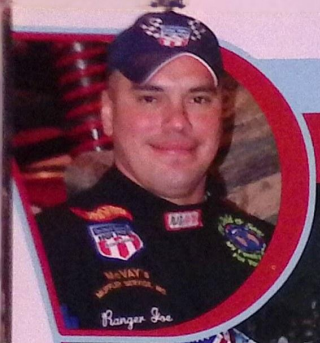
Body Type: 2004 F-150



SCARLET BANDIT

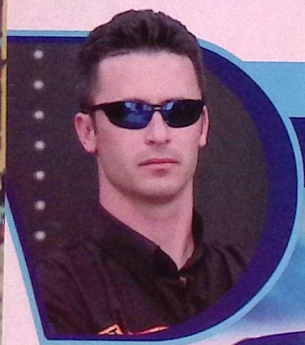
Driver: Dawn Creten Hometown: Tonganoxie, KS Body Type: 2005 Ford Expedition

AIRBORNE RANGER



Driver: Joe Cypher Hometown: Reno, NV
Body Type: 2001 GMC Sierra

AIR FORCE AFTERBURNER



Driver: Paul Cohen Hometown: Hampton, VA
Body Type: 2006 Chevy Suburban

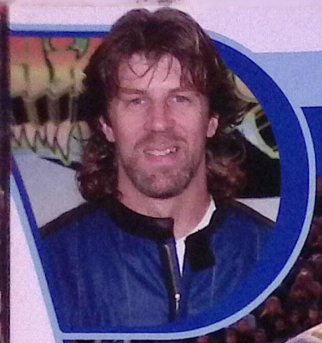
Driver: Rick Raab Hometown: Perkasie, PA
Body Type: 2006 Chevy Avalanche

AMERICAN GUARDIAN

Driver: Scott Piorier Hometown: North Sutton, NH
Body Type: 2001 Ford F-150

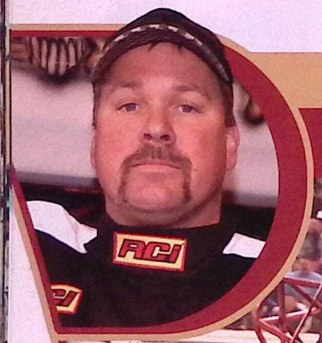
ANGER MANAGEMENT

ANNIHILATOR



Driver: Greg Adams Hometown: Lula, GA
Body Type: 2004 Ford F-150 Supercab

ARACHNAPHOBIA



Driver: Scott Anderson Hometown: Rigby, ID
Body Type: 2001 Chevy S-10 Extended Cab

DIGGER'S DUNGEON

SEE WHERE THE LEGEND STARTED

Kill Devil Hills, N.C. If you are headed to the Outer Banks of North Carolina, you will be near one of the landmarks of monster truck history, the Grave Digger Dungeon. Located on Highway 158, just north of Kill Devil Hills, the Dungeon offers you a unique insight into what it takes to build an American icon.

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- See a pictorial history of the Grave Digger legend.
- See actual truck parts left on some of the most legendary tracks in the U.S.
- Take a photo in the Digger Display truck.

OTHER THINGS YOU MIGHT FIND

on your visit include the Digger crew wrenching on a Grave Digger, other monster trucks on display in the front lot, and you might even find Dennis in the shop signing autographs!

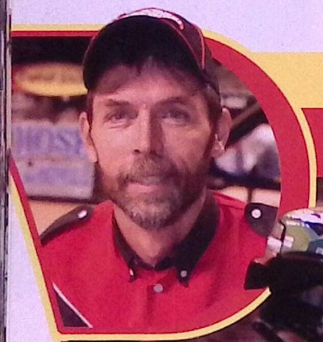
BEFORE HEADING OUT call the Dungeon at 252-453-4121 to make sure that it is open when you are planning to visit.

(Autograph times are not posted and autographs and other displays are not guaranteed.)

BACKDRAFT

Driver: John Zimmer Hometown: Arlington, VT
Body Type: 2003 Dodge

BAD NEWS



Driver: Bruce Haney Hometown: Bronson, FL
Body Type: 2002 Chevy

BATMAN™ MONSTER TRUCK

Driver: Jason Childress Hometown: Florrissant, MO
Body Type: Custom concept body

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(s06)

BOB & TOM

Driver: Guy Wood Hometown: Blackwell, MO
Body Type: 2006 Ford Superduty

Drivers: Lou Antonezzi (top) and Jim Leahy
Hometowns: Barnegat, NJ and Manahawkin, NJ
Body Type: 2003 Ford F-150 Extended Cab

THE BROKER

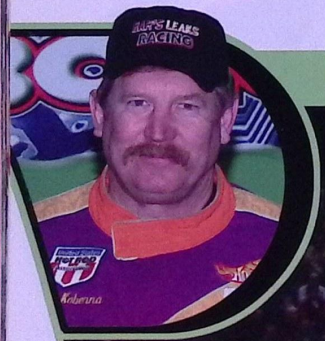
Driver: Jeff Bainter Hometown: Yakima, WA
Body Type: 1998 Chevy Silverado

CAPTAIN USA

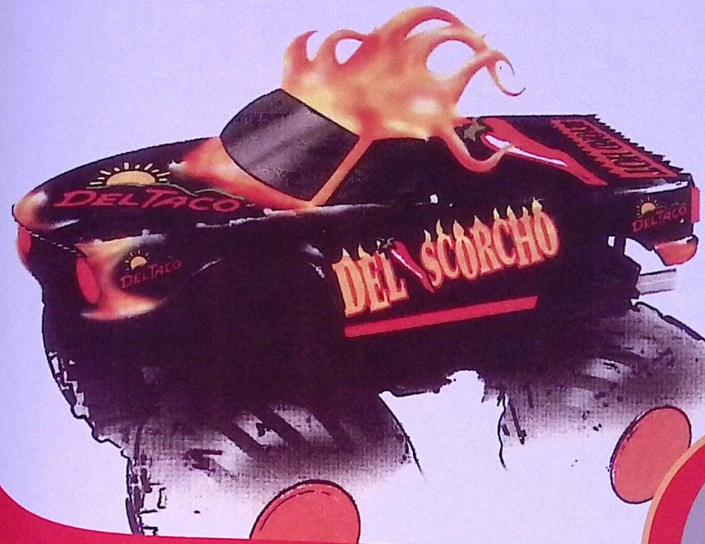
COWBOY

Drivers: Steve Reynolds (Top) and Glen Logan, Jr.
Hometowns: Paxton, IL and Massapequa, NY
Body Type: 2002 Chevy

CYBORG



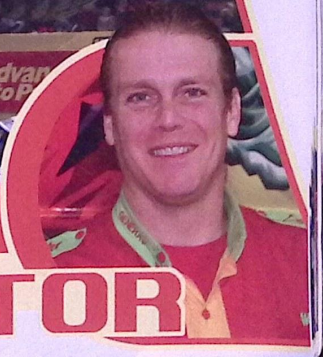
Driver: Jack Koberna Hometown: Edgewood, NM
Body Type: 2004 Customized Ford F-150



Driver: Frank Krmel Hometown: Roseville, MI
Body Type: Customized Ford F-150

DEL SCORCHO

Driver: Mark Schroeder Hometown: Muskego, WI
Body Type: 2005 Chevy Silverado



DEVASTATOR

EL MATADOR

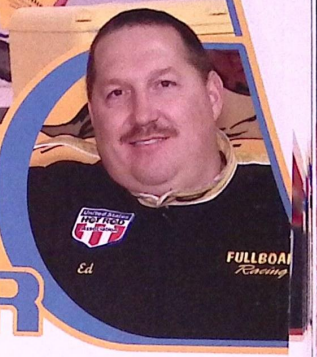
Driver: Daron Basl Hometown: Aumsville, OR
Body Type: 2003 Chevy Silverado

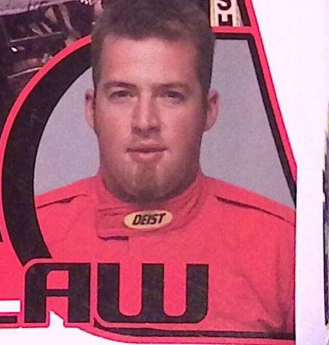
ERADICATOR

Driver: Andy Slifko Hometown: Pottsville, PA
Body Type: 2003 Dodge Durango

Driver: Ed Eckert Hometown: Newago, MI
Body Type: 2005 Ford Superduty

FULL BOAR





Driver: Linsey Weenk Hometown: Devil's Coulee, Alberta Body Type: 2005 Ford Expedition

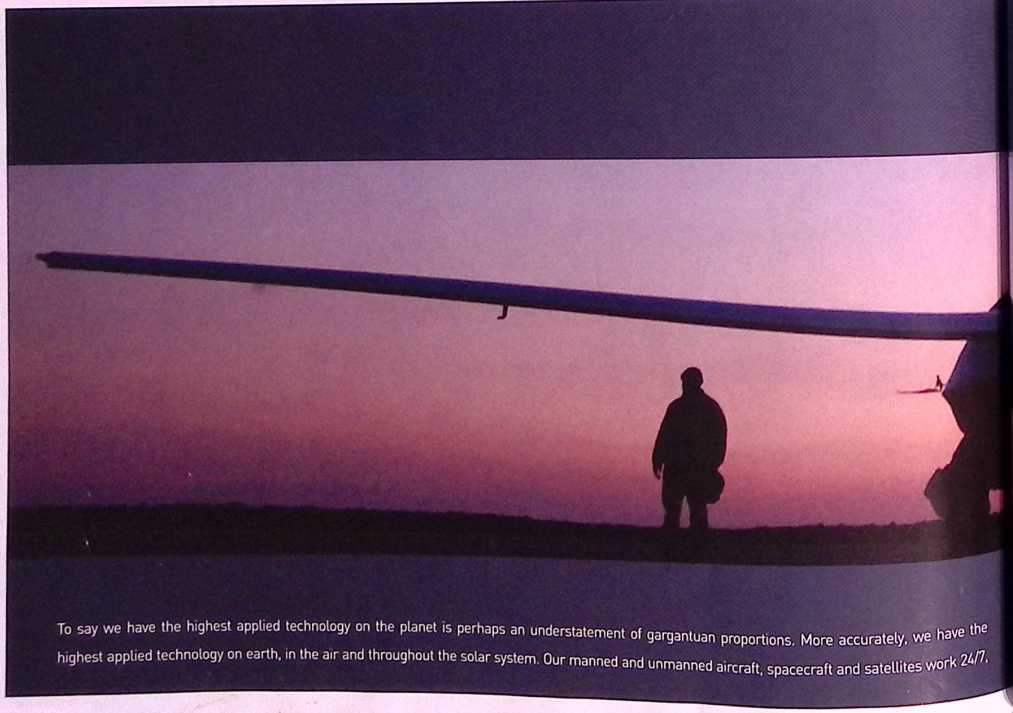
IRON OUTLAW

IRON WARRIOR

Driver: Trey Meyers **Hometown:** Brunswick, MD
Body Type: 2001 Ford Ranger

Driver: Nathan Weenk **Hometown:** Devil's Coulee, Alberta **Body Type:** 1998 F-150 3D Triceratops

JURASSIC ATTACK



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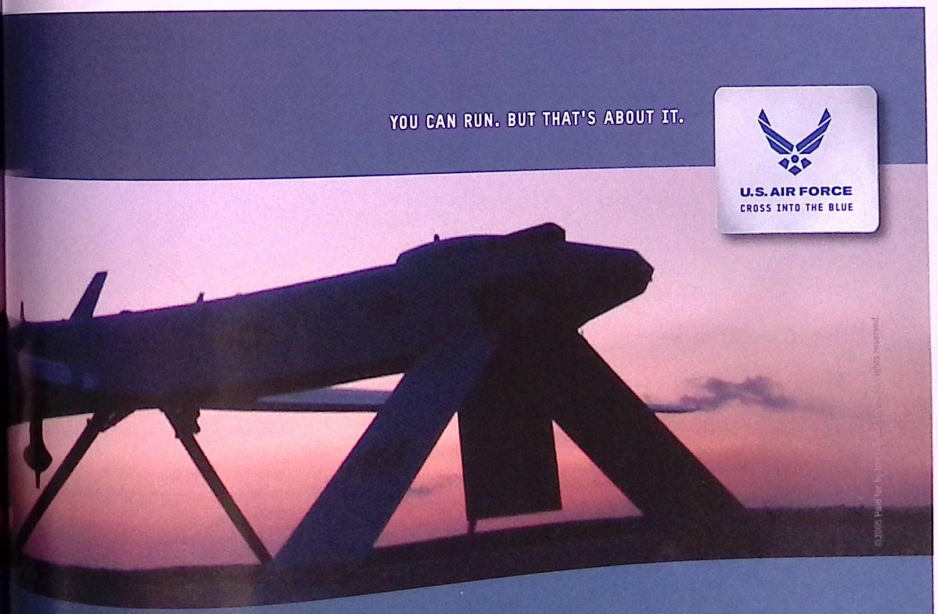

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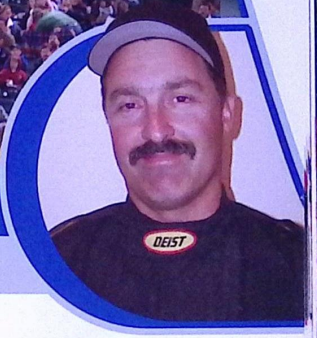
MANIAC

Driver: Don Frankish Hometown: Lethbridge, Alberta
Body Type: 2004 Ford Superduty

OBSESSION

Driver: Rick Swanson Hometown: Menifee, CA
Body Type: 2006 Ford F-350 Superduty

Driver: Danny Rodoni Hometown: Santa Cruz, CA
Body Type: 2002 Chevy 2500 HD



PATRIOT

Driver: Charles Benns Hometown: Albuquerque, NM
Body Type: 1999 Chevy

PITBULL

PREDATOR

Driver: Allen Pezo Hometown: Brentwood, TN
Body Type: Chevy concept body

PROWLER

Driver: Larry Jarzel Hometown: Millington, MI
Body Type: Chevy concept body

Driver: Dave Rappach Hometown: Vienna, OH
Body Type: 2001 GMC Sierra

RAP ATTACK

Driver: Jim Jack Hometown: Milton, FL
Body Type: 2005 Chevy Reptile

REPTOID

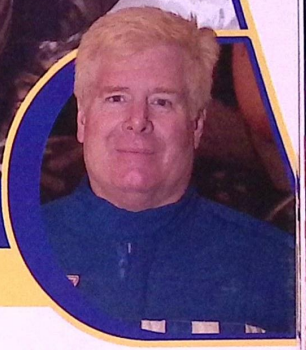
ROLLING THUNDER

Driver: Jim Bendzick Hometown: Faribault, MN
Body Type: 2006 Full Size Chevy Silverado

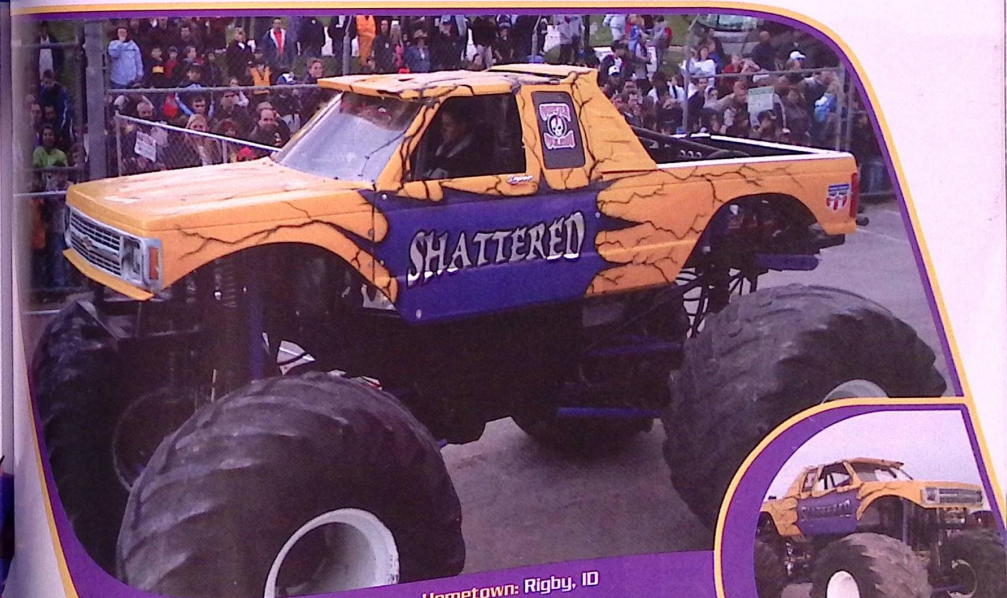
SAFE AUTO MINIMIZER

Driver: Chad Tingler Hometown: Stuart's Draft, VA
Body Type: 2006 Ford F-150

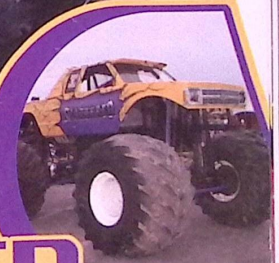
Driver: Dan Patrick Hometown: Circleville, OH
Body Type: 1998 Chevy Silverado



SAMSON



Driver: Matt Powers Hometown: Rigby, ID
Body Type: 1992 Chevy S-10



SHATTERED

SHOCKER

Driver: Pat Gerber Hometown: Bakersfield, CA
Body Type: 2000 Custom Chevy

SPELLCASTER

Driver: T.G. Short Hometown: Bristol, TN
Body Type: 1941 Willys

Driver: Gary Wiggins Hometown: Wilmington, NC
Body Type: 2003 Ford Superduty

STONE CRUSHER*

Driver: Brandon LeGarde Hometown: Jefferson, LA
Body Type: 2004 Ford Superduty

SUDDEN IMPACT

SURVIVOR

Driver: Chuck Jordan Hometown: Forest Grove, OR
Body Type: 2005 Chevy

SUZUKI

Driver: Kathy Winston Hometown: North Benton, OH
Body Type: 2005 Chevy Silverado

Driver: Adam Anderson Hometown: Poplar Branch, NC
Body Type: Custom concept body

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TASMANIAN DEVIL™ MONSTER TRUCK

Drivers: Alex Blackwell (Top) and Brandon Harrington
Hometowns: Frackville, PA and Wadesboro, NC
Body Type: Custom concept body

TEENAGE MUTANT NINJA TURTLE

THRASHER

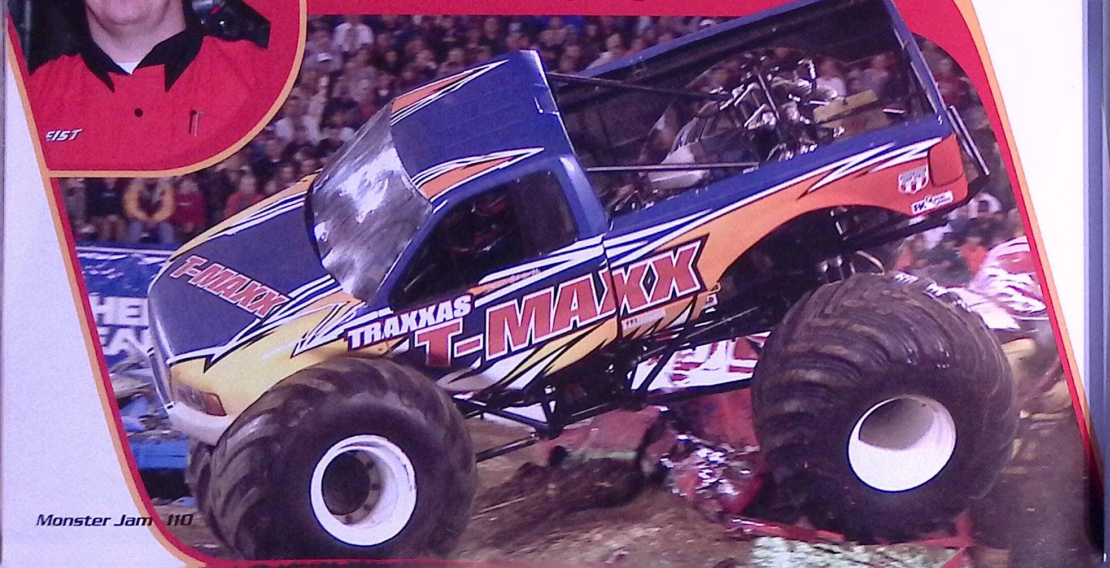
Driver: Pat Summa Hometown: Danbury, CT
Body Type: 2003 Ford F-150

Driver: Diehl Wilson Hometown: Winchester, VA
Body Type: 2006 Ford F-150

VIRGINIA GIANT

T-MAXX

Driver: John Seasock Hometown: Frackville, PA
Body Type: 2004 Ford Superduty



Driver: Randy Moore Hometown: Bristol, TN
Body Type: 1941 Willys Coupe

WAR WIZARD

WILD HAIR

Driver: Ray Mowery Hometown: Newport News, VA
Body Type: 2005 Chevy Silverado

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United States Hot Rod Association

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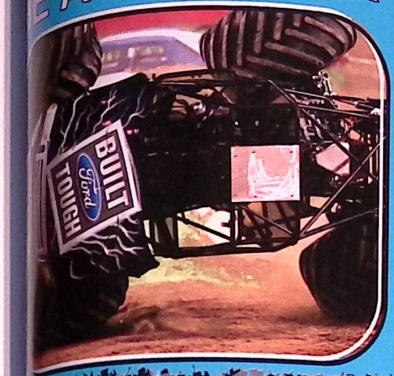

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If so, contact Bill Renick at 630-566-6312.

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're looking for: local R/C clubs, BMX/in-line skate teams cycle stunts, other "THRILL" acts!
ct Dave Allison at 630-566-6215.

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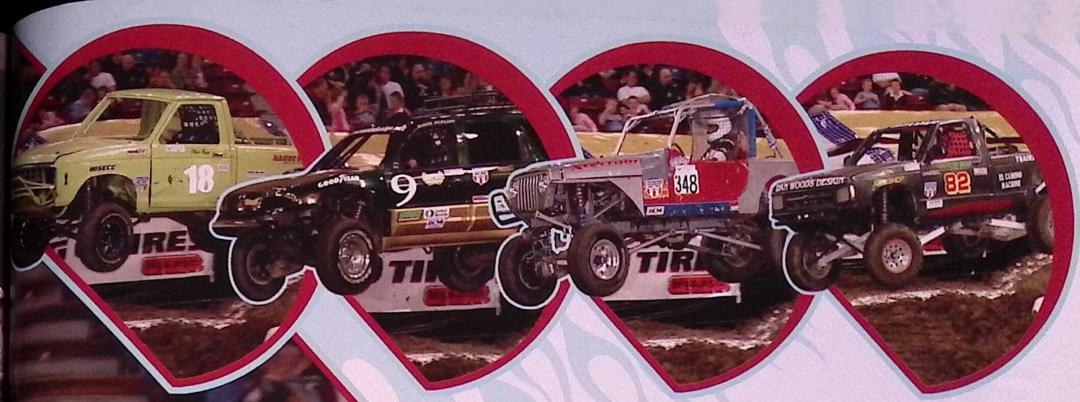
GET INVOLVED WITH THE USHRA

PRO TRUCKS

The Pro Trucks Points Series is an all-out battle between the East and West Divisions. These trucks and SUVs are restricted to mere 366 cubic inch engines, but that does not stop them from achieving speeds of 60 mph and completing a hairpin turn in under 200 feet. With these conditions come danger, which is why the USHRA holds these drivers and crews to a strict standard of safety, and carefully inspects each vehicle before every race. With upwards of thirty competitors at each event, a Pro Truck driver is given only one attempt to gain number one and going home before the race even starts is only a few tenths of a second. Listed and pictured here are the ten top performers in a group of superstars.



East Division points leaders: (Pictured on left page)

1. Rory Campbell, On the Edge, 3254 pts.
2. Roger Cardot, Bubba, 2530 pts.
3. Lionel Easler, Pimpin' Gator, 2236 pts.
4. Jeff Dedick, General Lee, 1615 pts.
5. Jason Makuck, DYNOMAX, 1558 pts.

West Division points leaders:

1. Tom Jones, Troublemaker, 4519 pts.
2. Chris Pace, #018, 3199 pts.
3. David Peplow, Race Runner, 2630 pts.
4. Randy Avery, #348, 2612 pts.
5. Brian Spady, Flyin' Brian, 2491 pts.

FREESTYLE MOTOCROSS

Freestyle Motocross has become the premier extreme sport on the planet. With a trick list that includes heart attacks, the kiss of death, super nacs and back flips, FMX is a feature not to be missed at USHRA events. These daredevils feed off your enthusiasm, so get out of your seats and let them hear you. If you are a jumper and think you have what it takes, contact johnnyfmx@aol.com.

PRO ATV RACING

ATV competition in the United States has thrilled fans for more than twenty years. This tradition of excitement continues with the Pro ATV Championship Series, returning to US stadiums with six rounds of action in 2006. The Pro ATV Championship Series pits the nation's top factory-sponsored ATV racers against the top privateer teams to match their skills on the demanding stadium tracks that make up the Pro ATV Championship circuit. Featured in the 2006 series is five-time Pro ATV Champion Tim Farr, who will attempt to regain his title from the reigning 2005 Champion (and fellow factory Honda pilot) John "Iron man" Natalie. As the bar banging and tire rubbing begins in 2006, Team Yamaha riders Kory Ellis and Pat Brown, Team Honda rider Keith Little, and Team Suzuki riders Doug Gust and Jeremiah Jones, will lead the pack of factory-backed four-wheel pilots in an all-out, big air assault. At each round, the nation's top pro and privateer riders will compete through a series of qualifiers and heat races to earn a position in the main event. Every whoop, tabletop, turn and berm will prove to be pivotal in the battle to the checkered flag in the 2006 Pro ATV Championship Series.

2005 Point Standings:

1. John Natalle, Jr. 589 pts.
2. Tim Farr 569 pts.
3. Kory Ellis 553 pts.
4. Skylar Stewart 531 pts.
5. Keith Little 515 pts.

QUAD WARS

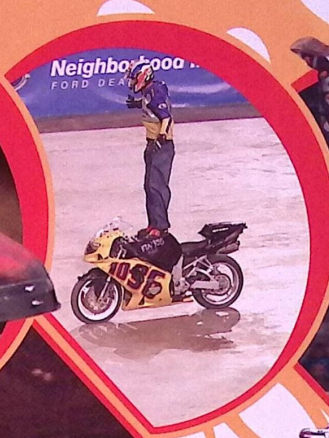
Quad Wars riders are the gladiators of the United States Hot Rod Association. The teams are made up of the most talented ATV racers from across the country who battle to the bitter end for their team. This sometimes leads to conflict and controversy, which, in turn, leads to some very exciting racing action. Be sure to cheer for your local heroes as they compete for hometown honors. If you think you have what it takes to represent your city, e-mail georgebalhan@clearchannel.com.

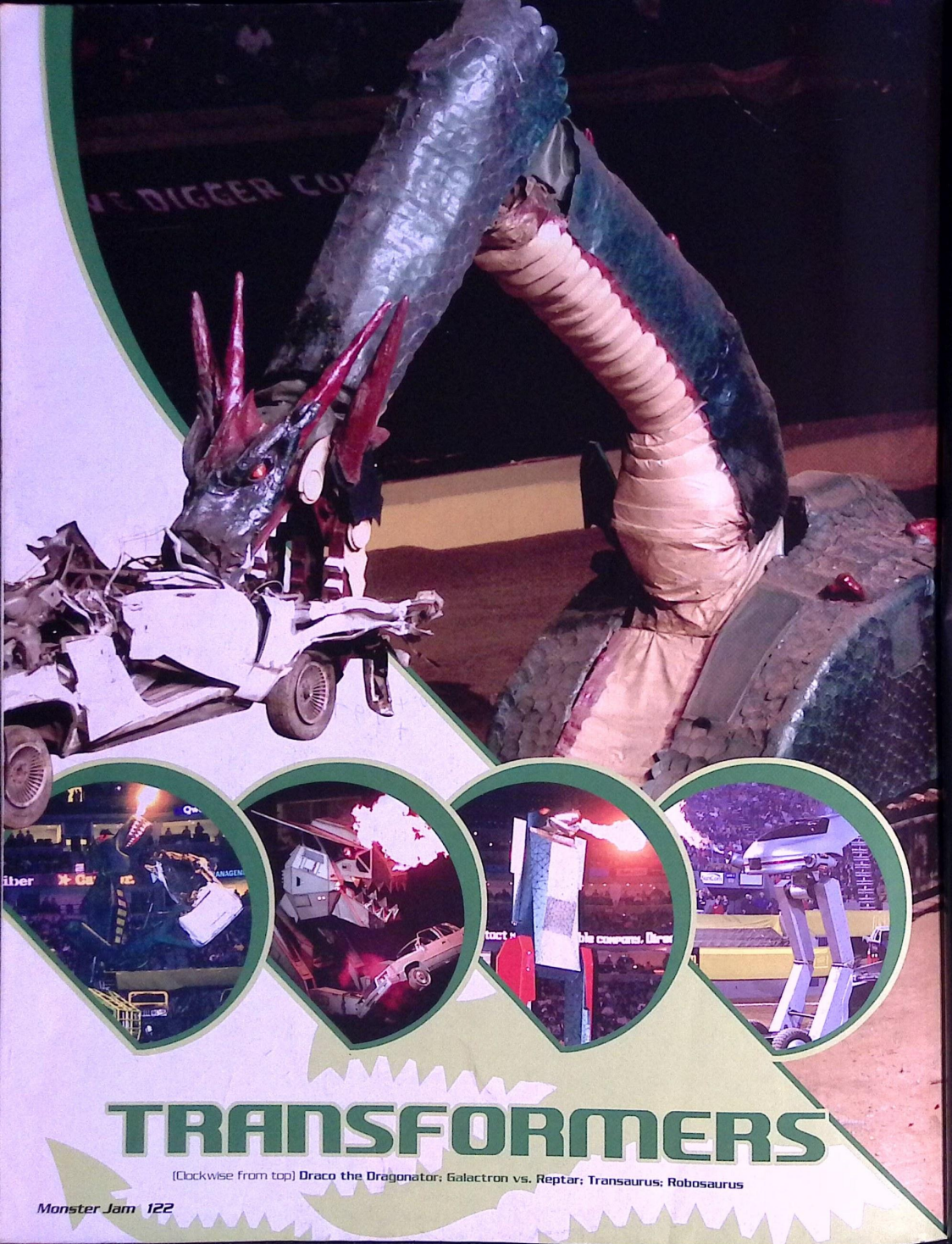
COMPETITIONS

(Clockwise from Left) **Street Warriors; Autocross; Demolition Derby**

THRILL ACTS

(Clockwise from left) Mini backflip; Jet dragster Armageddon; XSBA; Quad freestyle; Quad backflip; Cannon Lady

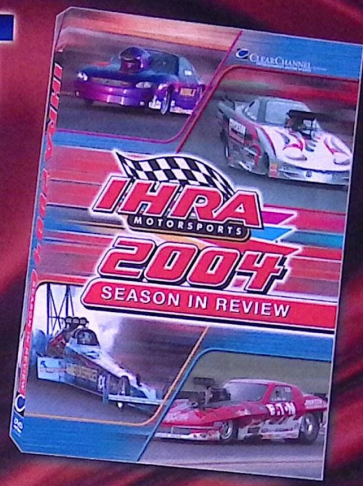




TRANSFORMERS

(Clockwise from top) Draco the Dragonator; Galactron vs. Reptar; Transaurus; Robosaurus

WATCH IT



IHRA DVD VIDEO

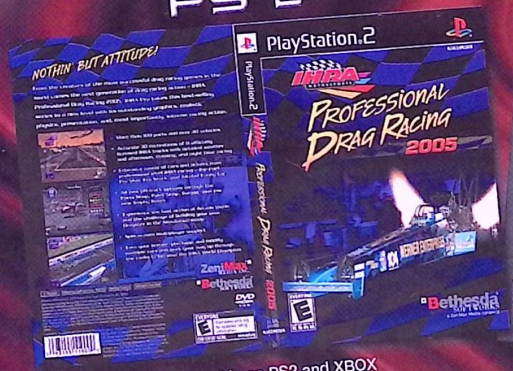
Experience the atmosphere, the thrills, the racing, the fans, and the attitude! Witness the cars & the stars of the 2004 IHRA season right here in - IHRA Rocks!

Live it over and over again as the IHRA DVD takes you on a journey both on & off the track. Featuring live calls, big horsepower, side by side action, interviews of the drivers and much more!

PLAY IT

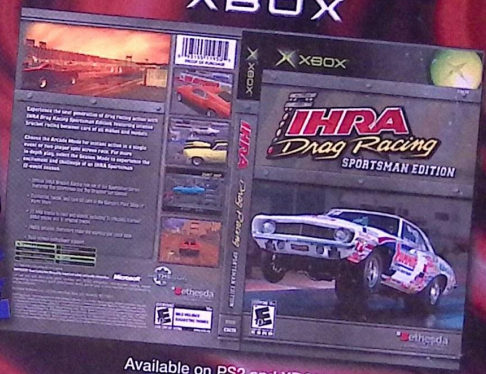
IHRA DRAG RACING ON

PS 2



Available on PS2 and XBOX

XBOX



Available on PS2 and XBOX

IHRA VIDEO GAMES

IHRA and Bethesda have teamed up to unveil two more titles in the best selling drag racing game series in the world. IHRA Professional Drag Racing 2005 and IHRA Drag Racing—Sportsman Edition takes the best-selling series to new levels with outstanding graphics, realistic physics, presentation, and enough intense racing action to make any gamer feel like they're actually at the dragstrip.

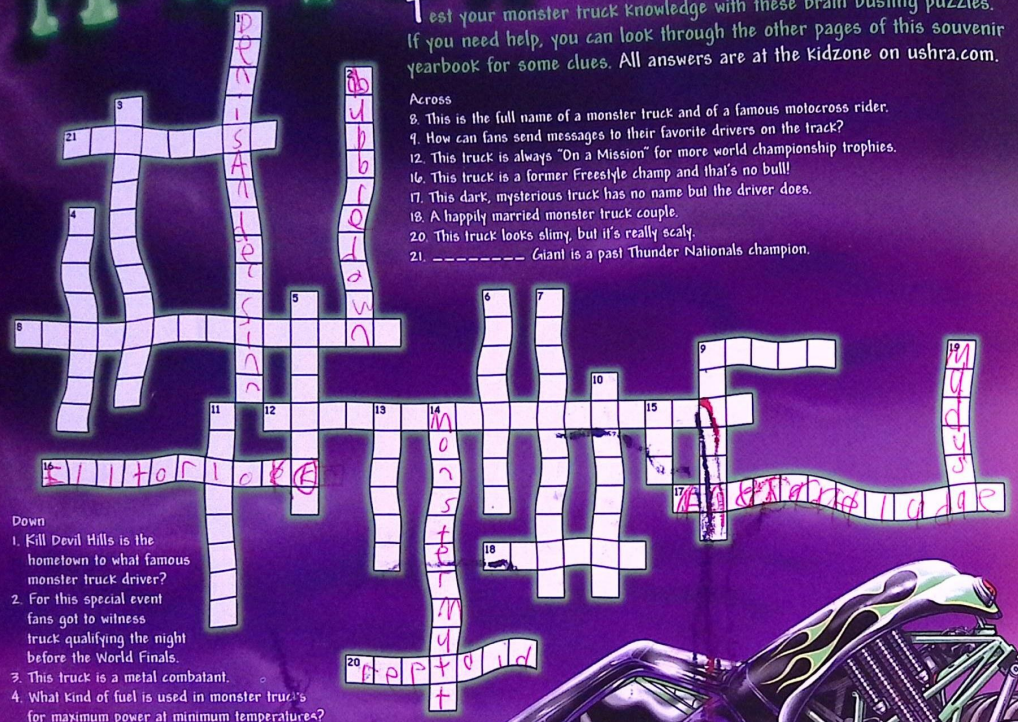
Both games appeal to the casual fan and the player that wants a more in depth experience. All races feature broadcast-style race presentation with TV camera style fly-bys. There are tons of features to unlock to ensure endless hours of gameplay.

Available At

WWW.IHRA.COM

MONSTER MADNESS PUZZLE PAGES

Test your monster truck knowledge with these brain busting puzzles. If you need help, you can look through the other pages of this souvenir yearbook for some clues. All answers are at the Kidzone on ushra.com.

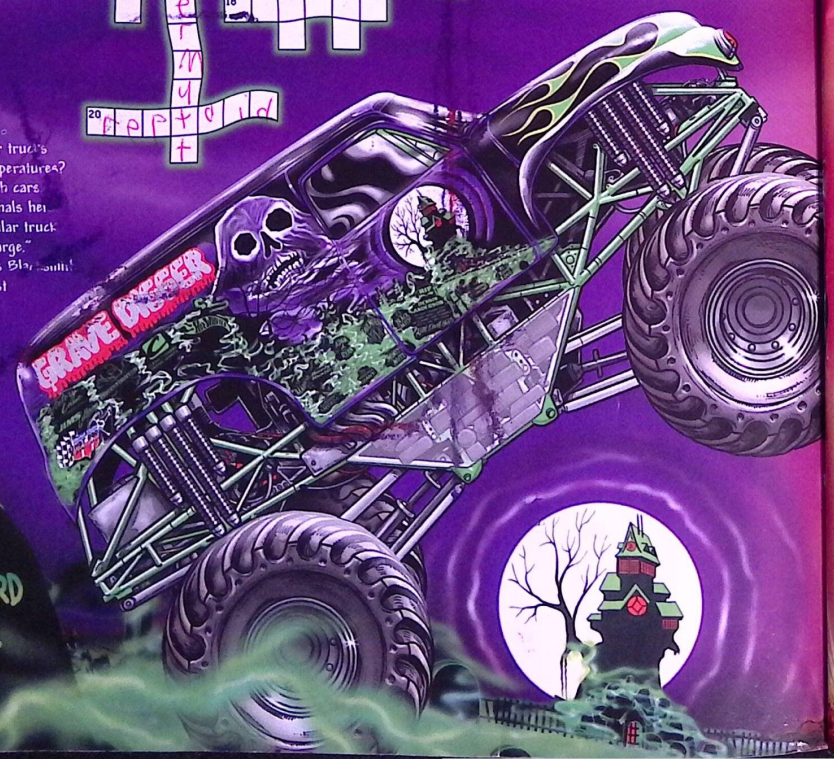


Across

8. This is the full name of a monster truck and of a famous motocross rider.
9. How can fans send messages to their favorite drivers on the track?
12. This truck is always "On a Mission" for more world championship trophies.
16. This truck is a former Freestyle champ and that's no bull!
17. This dark, mysterious truck has no name but the driver does.
18. A happily married monster truck couple.
20. This truck looks slimy, but it's really scaly.
21. _____ Giant is a past Thunder Nationals champion.

Down

1. Kill Devil Hills is the hometown to what famous monster truck driver?
2. For this special event fans got to witness truck qualifying the night before the World Finals.
3. This truck is a metal combatant.
4. What kind of fuel is used in monster trucks for maximum power at minimum temperatures?
5. This truck is on "The Hunt" for crush cars.
6. Where is the Monster Jam World Finals held?
7. Ford is the proud owner of this popular truck.
9. This truck could give you a real "Charge."
10. Father drives Digger and son drives Blaz[illegible]
11. The name of this truck would suggest it needs to visit a barber.
13. The hairstyle of number 17 across.
14. This truck can roll over, sit and fetch racing wins, but don't ever tell it to lie down.
15. This truck does really fast donuts just like a tornado.
19. Your World Finals racing champion.



GRAVE DIGGER CROSSWORD PUZZLE

MAXIMUM DESTRUCTION Mix and Match

How well do you know your USHRA monster truck drivers? Lets find out! The above drivers are all disguised in matching orange firesuits. Match them up with the trucks they drive. For bonus points write down the name of the driver in the space below their photo. Good luck!

MCNADSETIDPU 2 28
TUBLILP 23
HESHETLOW 3 29 22
CHIABLSTKM 9
BOERRK 30 15
AMDAUS 33
VERNEGA 16 31
RARVIGGEGED 17
RELOPWR 32 18
CAMNAI 7 19

TIANNVIGGAIRI 24 8
RINTTDESBLAAC 4 26
CATRRAEDIO 11
DOATAERTSV 12
TEUHNDELRUB 13 27 25 21
LORITAIANNH 5
SUURTB 20
RUKKNIGHCN 14
LAFROLUB 6
TAITORP 10

SECRET MONSTER TRUCK MESSAGE

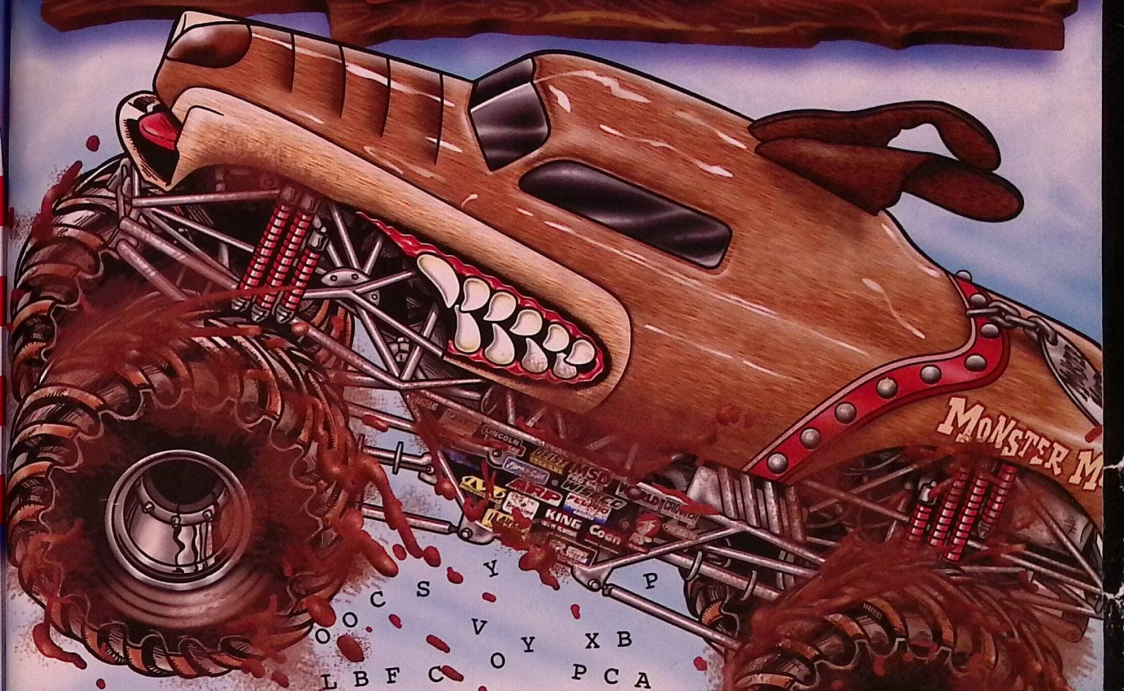
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33

Unscramble all of the words listed above. Then put the letters with the numbers in the same numbered boxes below to reveal the secret monster truck message.

MADUSA WORD SCRAMBLE

MONSTER MUTT WORD SEARCH

Monster Mutt loves to dig things up. Today Mutt has dug up a bunch of letters but needs your help to find the hidden words. Look very closely because words run up, down, sideways, diagonal and even backwards.



CARNAGE
FANS
RACING
TRACKOFFICIALS
GRIM
MAXIMUM
DESTRUCTION
DONUT
MADUSA
CHAMPION
WORLDFINALS
GRAVEDIGGER
BLUETHUNDER
USHRA
BOUNTYHUNTER
TIRES
ENGINE
FAMILYFUN
TURTLE
QUADS
ELTOROLOCO
WARWIZARD
MUD
MONSTERJAM
REPTAR
CRASH
EXCITEMENT

BLUE THUNDER MAZE

The thick storm clouds make it hard to see. Help Blue Thunder get through the cloud maze and avoid the tornado.

"I ____ in Vegas."

Prepare your alibi at VisitLasVegas.com

ONLY Vegas

Shop us 24 hours online at AdvanceAutoParts.com

We've got a monstrous selection of parts.

Official Auto Parts Store of the

MONSTER JAM

Advance Auto Parts

We're ready in Advance.